

Saskatchewan Traffic Accident Facts 2006



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2006 QUICK FACTS

(2006 Compared to 2005)

	2005	2006	% CHANGE
Property Damage Only Collisions *	38,634	40,265	4.2
Personal Injury Collisions *	5,184	5,074	-2.1
Fatal Collisions *	129	124	-3.9
Total Reported Collisions *	43,947	45,463	3.4
-----	-----	-----	-----
Number of Deaths	147	136	-7.5
Number of Injuries	7,108	7,075	-0.5
-----	-----	-----	-----
Provincial Highway Collisions	10,916	11,772	7.8
Rural Road Collisions	4,493	5,215	16.1
Urban Street Collisions	25,698	26,280	2.3
Other Locations	2,840	2,196	-22.7
-----	-----	-----	-----
Registered Vehicles	750,640	761,011	1.4
Licensed Vehicle Operators	674,870	676,733	0.3
Saskatchewan Population	990,044	987,520	-0.3
-----	-----	-----	-----
Collisions Per 100 Licensed Operators	6.51	6.72	3.2
Collisions Per 100 Registered Vehicles	5.85	5.97	2.0
Collisions Per 100 Population	4.44	4.60	3.7
-----	-----	-----	-----
Casualty Collisions Per 100 Licensed Operators	0.79	0.77	-2.4
Casualty Collisions Per 100 Registered Vehicles	0.71	0.68	-3.5
Casualty Collisions Per 100 Population	0.54	0.53	-1.9

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed \$1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.



Executive Offices

2260 – 11th Avenue
Regina, Saskatchewan
CANADA S4P 0J9

Tel: (306) 751-1200
Fax: (306) 525-6040
www.sgi.sk.ca

Letter of Transmittal

September 2008

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the "Saskatchewan Traffic Accident Facts" report for 2006.

Much of the information in this report comes from SGI's Traffic Accident Information System (TAIS), our database on motor vehicle crashes. This publication is made possible through the dedicated and invaluable efforts of law enforcement officers throughout Saskatchewan and SGI's team of Claims Adjusters. The integrity of this report is enhanced by their complete and reliable reporting of motor vehicle crashes.

Although we saw improvement in 2006, too many people continue to be injured and killed on Saskatchewan roads as a result of traffic collisions. SGI will continue to focus its efforts on partnerships with the traffic safety community to face this challenge and to help improve road safety in Saskatchewan.

We hope that the information contained in this report will assist you in making informed decisions regarding the road safety issues that we all face on a daily basis.

The 2007 casualty collision newsletter is also available on SGI's website at www.sgi.sk.ca under Road Safety.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

A handwritten signature in black ink, appearing to read "K. Quaye".

Kwei Quaye
Assistant Vice President
Traffic Safety Services

2006 Summary

The total number of traffic collisions in Saskatchewan is up three per cent from 43,947 in 2005 to 45,463 in 2006.

The number of fatal collisions decreased four per cent over the past year from 129 in 2005 to 124 in 2006.

The number of personal injury collisions decreased two per cent over the past year from 5,184 in 2005 to 5,074 in 2006.

The highest number of fatal collisions occurred in May while the highest number of injury collisions occurred in March.

Friday was the most collision-prone day of the week.

The most collision-prone period of time was the afternoon rush hour, 3:00 PM to 6:00 PM.

Collision rates were highest among drivers between the ages of 15 and 24.

Driver inattention, inexperience/confusion, distraction, drinking and impairment were the most frequently identified human condition factors contributing to casualty collisions in Saskatchewan in 2006.

Twenty-two per cent of fatal collisions and 54 per cent of personal injury collisions occurred at intersections.

Collision rates (collisions per million vehicle kms) on rural roads are 1.5 times more than those on Provincial Highways.

Thirty per cent of pedestrians or cyclists killed in traffic collisions in 2006 had consumed alcohol prior to the collisions.

Thirty-five per cent of fatal collisions involved a drinking driver compared to 14 per cent of injury collisions.

Collision victims who did not buckle up were 18 times more likely to be killed than those who buckled up.

Nationally, there were 2,889 traffic collision fatalities.

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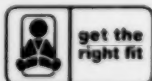
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North Battleford Salvage
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Regina Commercial Claims
751-1844
Regina East Claims
751-3354
Regina Salvage
775-6025
Saskatoon Salvage
683-2344
Saskatoon West Claims
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and ensure it's installed correctly in your vehicle.

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because one size does not fit all.



Visit www.sgi.sk.ca for more information.

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Take care out there.

Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed, are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate, timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This is a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan are to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The collection of traffic collision information is made possible by the efforts and dedication of police officers and SGI staff who investigate, report and record the information on TAIS.

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Historical Trends

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Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property damage only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined, effective Aug. 1, 2002, so that only collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed, are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high priority issues.

The increase in the total number of collisions can be mainly attributed to the change in accident reporting procedures implemented in August, 2002. This change resulted in a 49.5 per cent increase in the number of property damage only (PDO) collisions captured by TAIS in 2003 as compared to the previous three-year average.

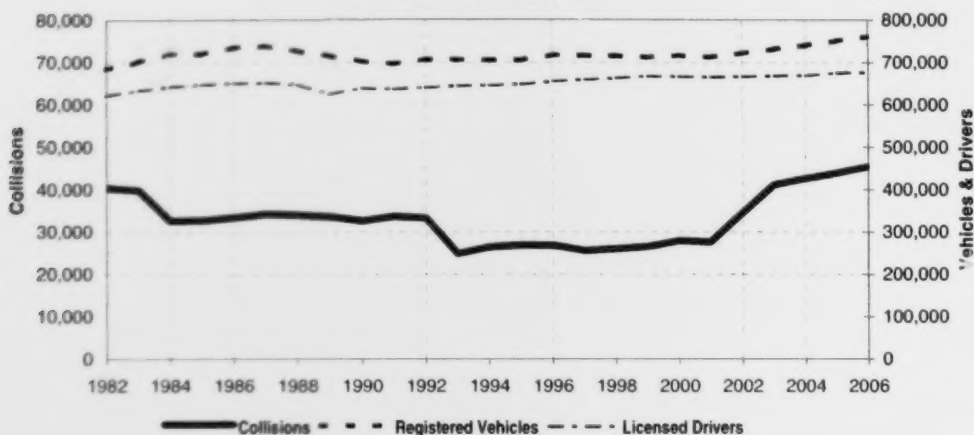
Trends in crashes resulting in fatalities and injuries have shown a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five-year averages for fatal and injury crashes are now 123 and 5,246 respectively. Trends in all collisions showed an upward trend until 1979-1980, and dropped off to stay at relatively stable levels through the mid-1980s to early 1990s. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have also been steady.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Historical Trends – SECTION 1

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



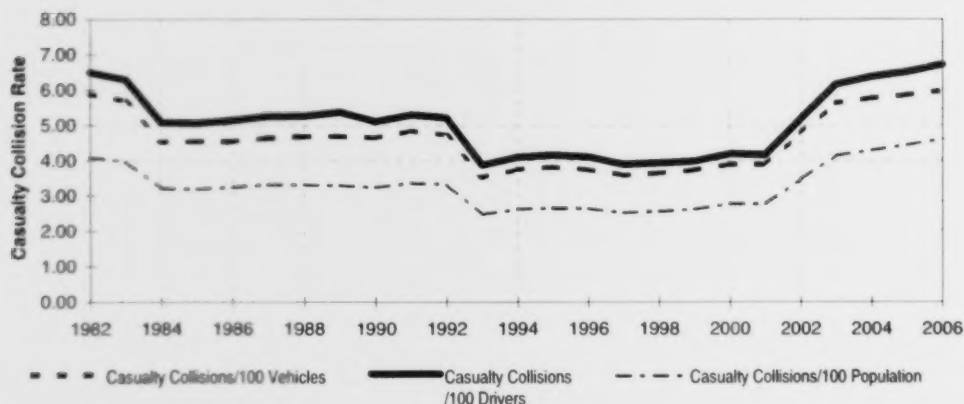
Three Year Summary

	2004	2005	2006	% Change
Registered Vehicles	740,554	750,640	761,011	1.38
Licensed Drivers	669,852	674,870	676,733	0.28
Total Collisions	42,678	43,947	45,463	3.45

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



Three Year Summary

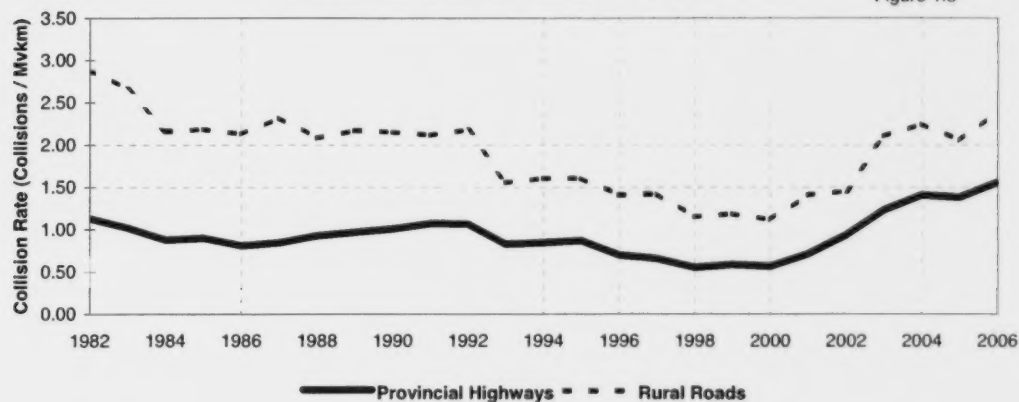
	2004	2005	2006	% Change
Casualty Collisions / 100 Registered Vehicles	5.76	5.85	5.97	2.04
Casualty Collisions / 100 Licensed Drivers	6.37	6.51	6.72	3.16
Casualty Collisions / 100 Population	4.29	4.44	4.60	3.71

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three Year Summary By Road System

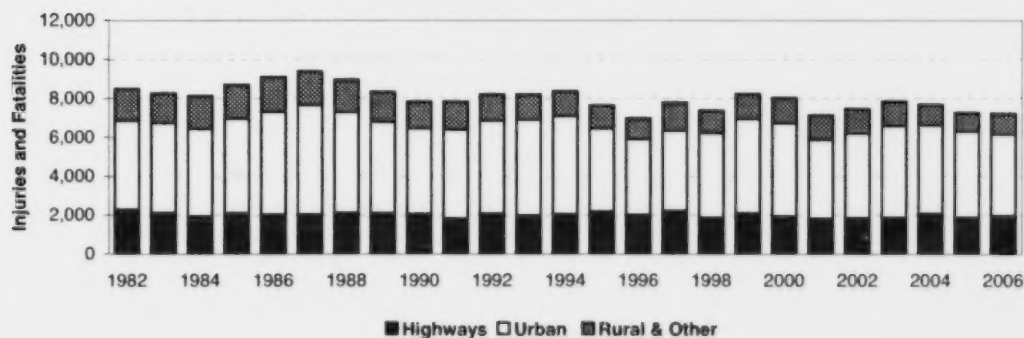
Collisions per Million Vehicle Kms

	2004	2005	2006	% Change
Provincial Highways	1.40	1.38	1.56	12.74
Rural Roads	2.24	2.05	2.39	16.97

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



Three Year Summary by Road System

Personal Injuries

	2004	2005	2006	% Change
Provincial Highways	1,965	1,762	1,868	6.02
Urban Streets	4,554	4,408	4,196	-4.81
Rural Roads	807	647	747	15.46
Other Roads	217	291	264	-9.28
Total Roads	7,543	7,108	7,075	-0.46

Fatalities

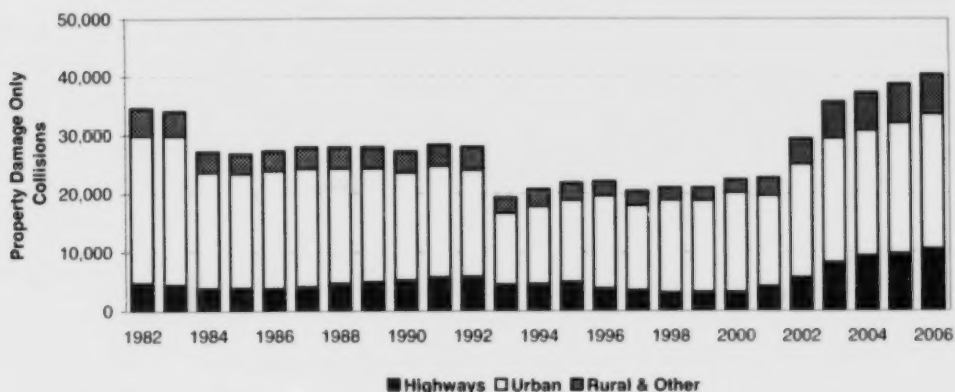
	2004	2005	2006	% Change
Provincial Highways	83	95	86	-9.47
Urban Streets	17	24	16	-33.33
Rural Roads	23	24	26	8.33
Other Roads	3	4	8	100.00
Total Roads	126	147	136	-7.48

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Property Damage Only Collisions

Figure 1.5



Three Year Summary by Road System

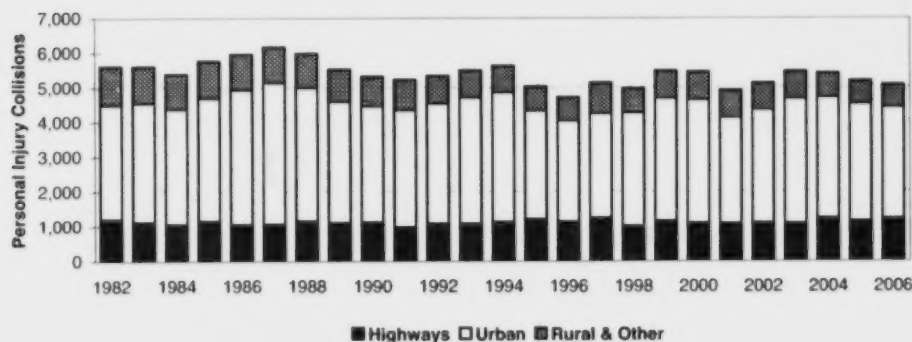
Property Damage Collisions

	2004	2005	2006	% Change
Provincial Highways	9,317	9,705	10,490	8.09
Urban Streets	21,388	22,279	23,049	3.46
Rural Roads	4,368	4,008	4,695	17.14
Other Roads	2,098	2,642	2,031	-23.13
Total Roads	37,171	38,634	40,265	4.22

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three Year Summary by Road System

Personal Injury Collisions

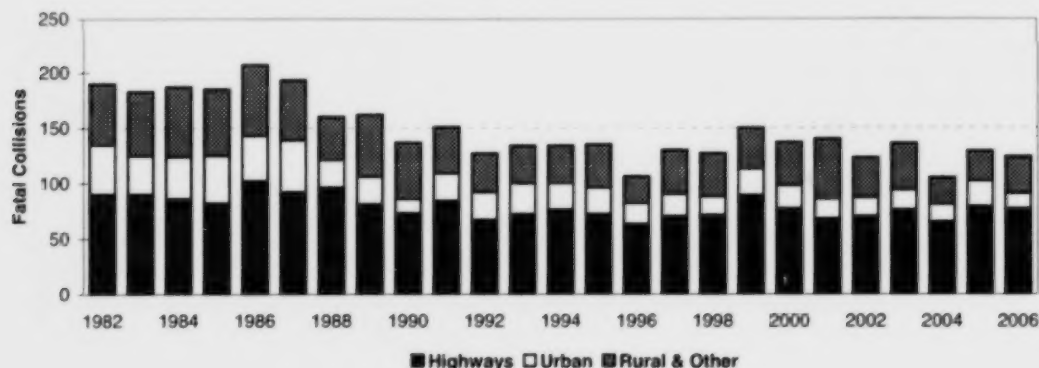
	2004	2005	2006	% Change
Provincial Highways	1,218	1,132	1,205	6.45
Urban Streets	3,494	3,396	3,217	-5.27
Rural Roads	533	462	495	7.14
Other Roads	157	194	157	-19.07
Total Roads	5,402	5,184	5,074	-2.12

See Appendix sections A1.1 to A1.7 for additional details.

Historical Trends – SECTION 1

Trends in Fatal Collisions

Figure 1.7



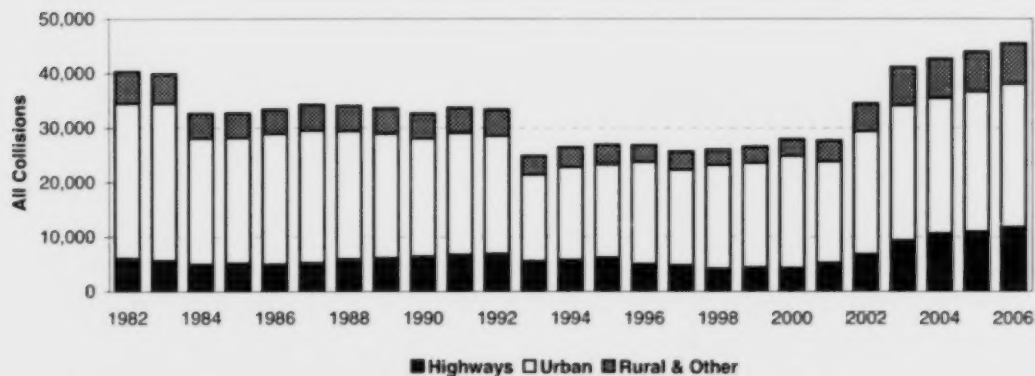
Three Year Summary by Road System

	Fatal Collisions			
	2004	2005	2006	% Change
Provincial Highways	65	79	77	-2.53
Urban Streets	16	23	14	-39.13
Rural Roads	21	23	25	8.70
Other Roads	3	4	8	100.00
Total Roads	105	129	124	-3.88

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



Three Year Summary by Road System

	All Collisions			
	2004	2005	2006	% Change
Provincial Highways	10,600	10,916	11,772	7.84
Urban Streets	24,898	25,698	26,280	2.26
Rural Roads	4,922	4,493	5,215	16.07
Other Roads	2,258	2,840	2,196	-22.68
Total Roads	42,678	43,947	45,463	3.45

See Appendix sections A1.1 to A1.7 for additional details

Historical Trends – SECTION 1

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2001	2002*	2003	2004	2005	Average 2003-2005	2006	% Change **
January	2,104	2,662	3,515	4,617	4,738	4,290.0	3,604	-16.0
February	1,975	1,782	2,922	3,382	2,801	3,035.0	2,722	-10.3
March	1,643	2,127	2,608	3,308	3,174	3,030.0	3,887	28.3
April	1,394	1,600	2,650	1,954	2,238	2,280.7	2,272	-0.4
May	1,440	1,471	2,250	2,191	2,341	2,260.7	2,627	16.2
June	1,575	1,699	2,524	2,644	3,001	2,723.0	3,180	16.8
July	1,608	1,560	2,521	2,654	2,830	2,668.3	2,840	6.4
August	1,646	2,441	2,498	2,193	2,500	2,397.0	2,655	10.8
September	1,668	2,468	2,610	2,474	2,629	2,571.0	2,980	15.9
October	2,300	3,525	3,416	3,690	2,982	3,362.7	3,432	2.1
November	2,246	3,680	4,118	3,556	4,384	4,019.3	5,233	30.2
December	3,040	4,225	3,933	4,508	5,021	4,487.3	4,833	7.7
Totals	22,639	29,240	35,565	37,171	38,639	37,125.0	40,265	8.5

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

Total Injuries by Month and Year

Table 1.2

Month	2001	2002*	2003	2004	2005	Average 2003-2005	2006	% Change **
January	502	525	650	602	734	662.0	437	-34.0
February	538	393	516	729	378	541.0	472	-12.8
March	490	525	523	745	605	624.3	732	17.2
April	464	446	533	435	447	471.7	472	0.1
May	531	607	582	518	497	532.3	551	3.5
June	606	707	737	602	640	659.7	619	-6.2
July	644	600	735	632	620	662.3	633	-4.4
August	681	709	708	662	644	671.3	667	-0.6
September	607	679	653	637	623	637.7	594	-6.8
October	654	694	719	706	611	678.7	638	-6.0
November	617	670	624	624	643	630.3	618	-2.0
December	623	758	704	651	666	673.7	642	-4.7
Totals	6,965	7,313	7,684	7,543	7,108	7,445.0	7,075	-5.0

** % change is a comparison between 2006 and the 2003 - 2005 average.

Historical Trends – SECTION 1

Total Deaths by Month and Year

Table 1.3

Month	2001	2002*	2003	2004	2005	Average	2006	%
						2003-2005		Change **
January	6	10	7	4	3	4.7	9	92.9
February	7	5	7	4	4	5.0	8	60.0
March	8	5	5	9	5	6.3	10	57.9
April	11	7	12	10	7	9.7	10	3.4
May	12	11	11	12	16	13.0	16	23.1
June	29	8	22	7	16	15.0	7	-53.3
July	14	17	14	15	17	15.3	13	-15.2
August	21	15	19	15	17	17.0	14	-17.6
September	18	15	12	19	11	14.0	12	-14.3
October	12	19	21	16	13	16.7	12	-28.0
November	21	8	8	8	20	12.0	11	-8.3
December	8	17	10	7	16	11.7	14	20.0
Totals	167	137	148	126	147	140.3	136	-3.1

Total Collisions by Month and Year

Table 1.4

Month	2001	2002*	2003	2004	2005	Average	2006	%
						2003-2005		Change **
January	2,474	3,033	4,016	5,086	5,304	4,802.0	3,940	-18.0
February	2,370	2,065	3,317	3,894	3,104	3,438.3	3,064	-10.9
March	2,011	2,501	2,978	3,821	3,638	3,479.0	4,425	27.2
April	1,730	1,948	3,023	2,278	2,580	2,627.0	2,619	-0.3
May	1,817	1,885	2,689	2,560	2,707	2,652.0	3,031	14.3
June	2,015	2,184	3,030	3,078	3,465	3,191.0	3,610	13.1
July	2,070	1,988	3,023	3,114	3,281	3,139.3	3,286	4.7
August	2,126	2,925	3,014	2,668	2,970	2,884.0	3,116	8.0
September	2,106	2,976	3,087	2,964	3,096	3,049.0	3,444	13.0
October	2,766	4,044	3,957	4,203	3,432	3,864.0	3,889	0.6
November	2,717	4,175	4,580	4,008	4,862	4,483.3	5,715	27.5
December	3,490	4,757	4,441	5,004	5,508	4,984.3	5,324	6.8
Totals	27,692	34,481	41,155	42,678	43,947	42,593.3	45,463	6.7

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

** % change is a comparison between 2006 and the 2003 - 2005 average.

Time of Occurrence

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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2006 traffic collisions, injuries and deaths as compared to a three-year average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

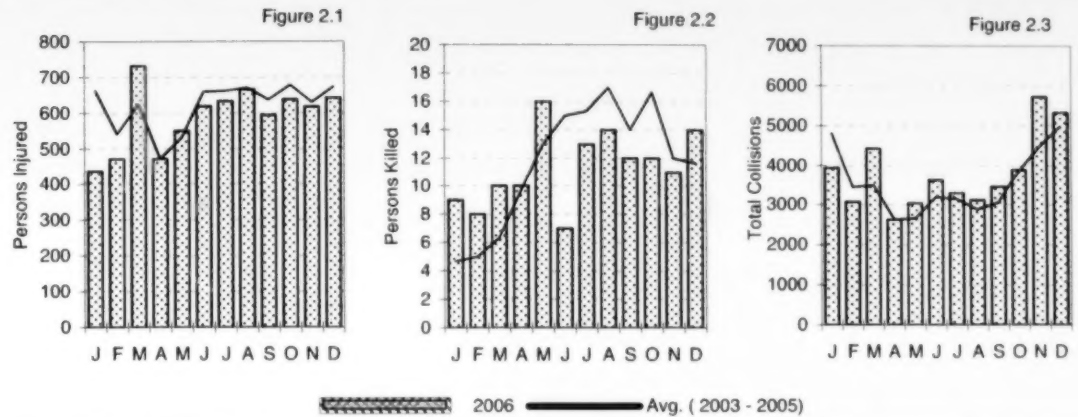
Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 and 6 a.m.

Table 2.2 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Table 2.3 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2006 occurred Friday afternoons between the hours of 4 and 5 p.m.

Time of Occurrence – SECTION 2

Collisions & Victims by Month of Occurrence



Collisions & Victims by Month of Occurrence

Table 2.1

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	3,604	328	8	3,940	437	9
February	2,722	335	8	3,065	472	8
March	3,887	530	8	4,425	732	10
April	2,272	337	10	2,619	472	10
May	2,627	389	15	3,031	551	16
June	3,180	424	6	3,610	619	7
July	2,840	434	12	3,286	633	13
August	2,655	450	11	3,116	667	14
September	2,980	452	12	3,444	594	12
October	3,432	445	12	3,889	638	12
November	5,233	472	10	5,715	618	11
December	4,833	478	12	5,323	642	14
Total	40,265	5,074	124	45,463	7,075	136

Collisions During 2006 Holiday Periods

Table 2.2

Holiday Period		Number of Collisions				Number of Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Imp Driving Awareness Mar 5-11	(Sun - Sat)	976	119	2	1,097	172	2
Easter, Apr 14 - Apr 17	(Fri - Mon)	279	29	1	309	40	1
Victoria Day, May 19 - 22	(Fri - Mon)	362	53	2	417	66	2
Canada Day, June 30 - Jul 3	(Fri - Mon)	400	51	0	451	81	0
Heritage Day, Aug 4 - Aug 7	(Fri - Mon)	315	47	1	363	72	1
Labour Day, Sept 1 - Sept 4	(Fri - Mon)	385	71	0	456	105	0
Thanksgiving Day, Oct 6 - 9	(Fri - Mon)	472	66	1	539	92	1
Remembrance Day, Nov 10 - 13	(Fri - Mon)	562	42	1	605	61	1
Safe Driving Week, Dec 1 - 7	(Fri - Thur)	1504	107	3	1,614	141	3
Christmas Holidays, Dec 22 - 26	(Fri - Tues)	523	51	1	575	67	1
Total		5,778	636	12	6,426	897	12

Time of Occurrence – SECTION 2

Figure 2.4

Provincial Highway Collisions and Travel by Time of Day

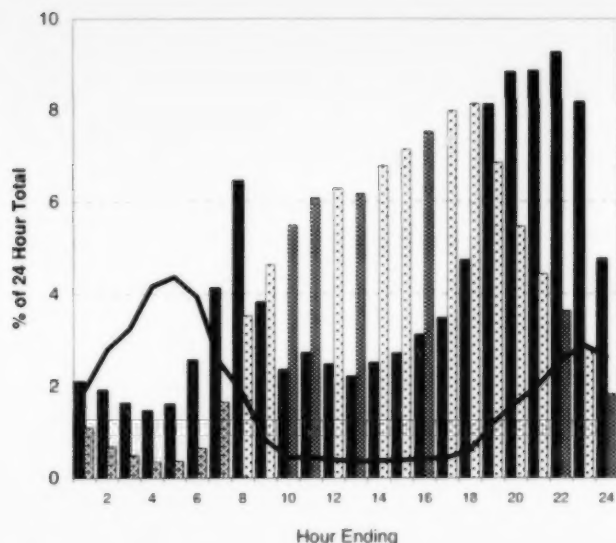
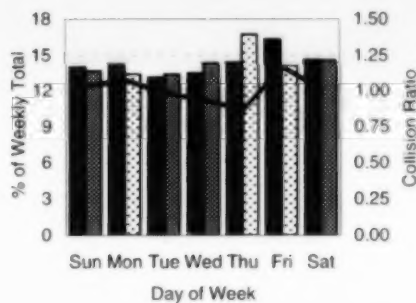


Figure 2.5

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways ** Traffic On Provincial Highways *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	166	76	71	80	62	100	161	716	1.6
1 to 2 a.m.	191	59	56	55	73	106	207	747	1.6
2 to 3 a.m.	176	45	49	58	64	116	216	724	1.6
3 to 4 a.m.	156	46	50	54	43	61	147	557	1.2
4 to 5 a.m.	91	59	48	36	56	53	119	462	1.0
5 to 6 a.m.	94	87	97	80	91	91	90	630	1.4
6 to 7 a.m.	95	182	172	163	172	158	121	1,063	2.3
7 to 8 a.m.	126	361	389	336	344	313	168	2,037	4.5
8 to 9 a.m.	119	366	422	337	331	345	173	2,093	4.6
9 to 10 a.m.	133	197	263	218	221	264	177	1,473	3.2
10 to 11 a.m.	234	216	259	259	249	244	273	1,734	3.8
11 a.m. to 12 p.m.	191	254	296	285	295	366	266	1,953	4.3
12 to 1 p.m.	252	326	368	352	405	426	297	2,426	5.3
1 to 2 p.m.	270	291	340	297	331	373	340	2,242	4.9
2 to 3 p.m.	310	297	335	332	353	383	353	2,363	5.2
3 to 4 p.m.	284	453	509	443	479	505	331	3,004	6.6
4 to 5 p.m.	272	420	508	464	552	553	353	3,122	6.9
5 to 6 p.m.	302	423	463	474	507	475	301	2,945	6.5
6 to 7 p.m.	284	353	397	402	414	483	349	2,682	5.9
7 to 8 p.m.	386	389	343	367	410	480	382	2,757	6.1
8 to 9 p.m.	347	326	309	324	367	454	405	2,532	5.6
9 to 10 p.m.	370	351	336	359	365	432	411	2,624	5.8
10 to 11 p.m.	276	292	262	285	325	419	373	2,232	4.9
11 p.m. to 12 a.m.	167	131	165	182	205	330	304	1,484	3.3
Not Stated	138	101	94	122	94	157	155	861	1.9
Total	5,430	6,101	6,601	6,364	6,808	7,687	6,472	45,463	
Per cent	11.9	13.4	14.5	14.0	15.0	16.9	14.2		100.0

Major Contributing Factors

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Major Contributing Factors – SECTION 3

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Dial-a-Claim are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2006, a total of 58,247 factors contributed to 45,463 collisions. The numbers in these figures represent the number of occurrences of each factor.

Driver inattention and driver distraction account for 19.1 per cent of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (39.6%) than in all collisions (26%). Human condition and human action account for 53 per cent of all factors in collisions, as compared to 77 per cent of factors in fatal crashes.

Figure 3.2 summarize the factors by road system. Seventy-seven per cent of urban collisions are attributed to human factors, while environmental conditions mainly animal actions are more prevalent in rural collisions (77%).

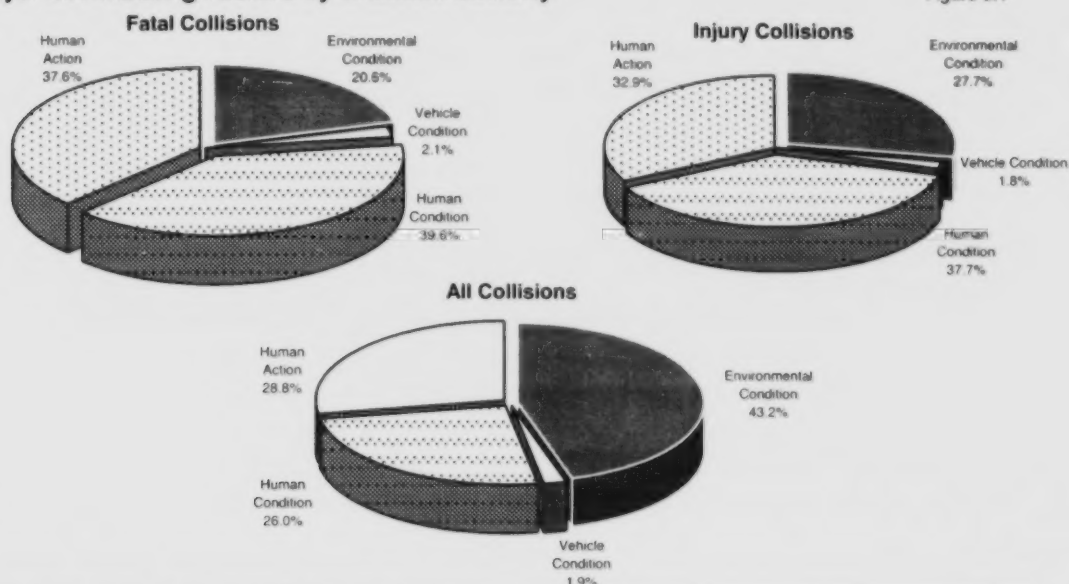
Top 10 Contributory Factors in Fatal Collisions During 2006

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	5	25	10	6	46	16.0
Driver Inattention/Distracted	1	33	7	3	44	15.3
Driving Too Fast For Conditions	1	14	10	4	29	10.1
Fail to Yield/Traffic Control Disregarded	4	14	1	0	19	6.6
Road Condition Surface or Structure	0	13	6	0	19	6.6
Weather Conditions	2	14	2	0	18	6.3
Exceeding the Speed Limit	2	10	2	1	15	5.2
Careless Driving or Stunting	3	6	2	3	14	4.9
Taking Evasive Action	1	7	3	0	11	3.8
Driver Inexperience/Confusion	1	3	2	1	7	2.4

Major Contributing Factors – SECTION 3

Major Contributing Factors by Collision Severity

Figure 3.1



Count of Human Condition Factors by Severity of Collision

Table 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	8,052	1,850	38	9,940	17.1
Driver Distraction	871	314	6	1,191	2.0
Had Been Drinking	425	185	29	639	1.1
Driving While Impaired	392	239	17	648	1.1
Extreme Fatigue	49	27	1	77	0.1
Fell Asleep	110	81	4	195	0.3
Driver Inexperience/Confusion	809	413	7	1,229	2.1
Lost Consciousness/Sudden Illness	37	30	1	68	0.1
Physical/Medical Disability	35	25	3	63	0.1
Drugs (Prescription or Illegal)	32	25	2	59	0.1
Defective Eyesight/Hearing	11	11	0	22	0.0
Other Human Conditions	353	92	6	451	0.8
Total	11,176	3,292	114	14,582	25.0

Count of Human Action Factors by Severity of Collision

Table 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,478	666	13	3,157	5.4
Traffic Control Device Disregarded	723	317	6	1,046	1.8
Following Too Closely	2,189	377	1	2,567	4.4
Driving Too Fast for Conditions	1,347	463	29	1,839	3.2
Exceeding Speed Limit	192	135	15	342	0.6
Turning Improperly	866	80	2	948	1.6
Passing or Improper Lane Usage	1,261	93	6	1,360	2.3
Backing Unsafely	1,824	31	0	1,855	3.2
Fail to Signal	31	9	0	40	0.1
Driving Wrong Way in One Way Traffic	12	15	2	29	0.0
Taking Evasive Action	1,181	267	11	1,459	2.5
Careless Driving/Stunting	429	153	14	596	1.0
Pedestrian Action Contributed	2	91	5	98	0.2
Other Human Action	629	175	4	808	1.4
Total	13,164	2,872	108	16,144	27.7

Major Contributing Factors – SECTION 3

Count of Vehicle Condition Factors by Severity of Collision

Table 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	97	18	0	115	0.2
Defective Lights	15	5	2	22	0.0
Defective Exhaust System	0	0	0	0	0.0
Load Shifted/Spilled	92	7	1	100	0.2
Vehicle Overloaded/Improperly Loaded	71	4	0	75	0.1
Defective Steering	25	6	0	31	0.1
Defective Suspension/Wheel Failure	60	4	0	64	0.1
Defective Tires/Tire Blowout	192	41	1	234	0.4
Defective Engine/Power Train/Wiring	31	7	1	39	0.1
Jackknife/Trailer Swing	122	10	0	132	0.2
View from Vehicle Obstructed	77	19	0	96	0.2
Other Vehicle Condition/Defective	196	30	0	226	0.4
Lights Not On	8	4	1	13	0.0
Total	986	155	6	1,147	2.0

Count of Environmental Condition Factors by Severity of Collision

Table 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	11,717	233	3	11,953	20.5
Animal Action (Domestic)	315	29	0	344	0.6
Road Condition (Surface or Structure)	7,040	1,046	19	8,105	13.9
Loose Gravel	373	114	4	491	0.8
Snow Drift	466	94	1	561	1.0
Obstruction/Debris on Road	420	27	0	447	0.8
View Obstructed/Limited	489	103	6	598	1.0
Sun Glare	172	60	0	232	0.4
Construction Zone	131	36	0	167	0.3
Soft or Defective Shoulders	73	36	2	111	0.2
Lane Marking Inadequate	9	3	0	12	0.0
Traffic Control Device Not Working	12	9	0	21	0.0
Weather Conditions	1,396	398	18	1,812	3.1
Uninvolved Vehicle	815	129	3	947	1.6
Uninvolved Pedestrian	59	24	0	83	0.1
Other Environmental Condition	402	85	3	490	0.8
Total	23,889	2,426	59	26,374	45.3

Major Contributing Factors – SECTION 3

Count of Human Condition Factors by Road System

Table 3.5

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	8,915	632	290	103	9,940	17.1
Driver Distraction	944	156	60	31	1,191	2.0
Had Been Drinking	404	115	76	44	639	1.1
Driving While Impaired	436	118	41	53	648	1.1
Extreme Fatigue	28	38	6	5	77	0.1
Fell Asleep	44	128	17	6	195	0.3
Driver Inexperience/Confusion	632	273	277	47	1,229	2.1
Lost Consciousness/Sudden Illness	40	19	8	1	68	0.1
Physical/Medical Disability	41	14	5	3	63	0.1
Drugs (Prescription or Illegal)	33	15	6	5	59	0.1
Defective Eyesight/Hearing	13	5	3	1	22	0.0
Other Human Conditions	363	60	13	15	451	0.8
Total	11,893	1,573	802	314	14,582	25.0

Count of Human Action Factors by Road System

Table 3.6

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,938	153	58	8	3,157	5.4
Traffic Control Device Disregarded	976	55	13	2	1,046	1.8
Following Too Closely	2,471	60	29	7	2,567	4.4
Driving Too Fast for Conditions	1,184	357	219	79	1,839	3.2
Exceeding Speed Limit	211	68	46	17	342	0.6
Turning Improperly	884	38	15	11	948	1.6
Passing or Improper Lane Usage	1,249	88	16	7	1,360	2.3
Backing Unsafely	1,790	17	26	22	1,855	3.2
Fail to Signal	28	8	3	1	40	0.1
Driving Wrong Way in One Way Traffic	22	6	0	1	29	0.0
Taking Evasive Action	581	452	315	111	1,459	2.5
Careless Driving/Stunting	450	75	39	32	596	1.0
Pedestrian Action Contributed	82	4	1	11	98	0.2
Other Human Action	668	85	9	20	782	1.3
Total	13,534	1,466	789	329	16,118	27.7

Count of Vehicle Condition Factors by Road System

Table 3.7

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	91	9	0	4	104	0.2
Defective Lights	5	11	2	0	18	0.0
Defective Exhaust System	0	0	0	0	0	0.0
Load Shifted/Spilled	21	46	0	5	72	0.1
Vehicle Overloaded/Improperly Loaded	32	30	0	5	67	0.1
Defective Steering	15	8	1	2	26	0.0
Defective Suspension/Wheel Failure	17	32	2	2	53	0.1
Defective Tires/Tire Blowout	49	129	12	9	199	0.3
Defective Engine/Power Train/Wiring	20	11	1	2	34	0.1
Jackknife/Trailer Swing	19	65	1	13	98	0.2
View from Vehicle Obstructed	71	16	6	0	93	0.2
Other Vehicle Condition/Defective	122	54	5	15	196	0.3
Lights Not On	6	3	0	1	10	0.0
Total	468	414	30	58	970	1.7

Major Contributing Factors – SECTION 3

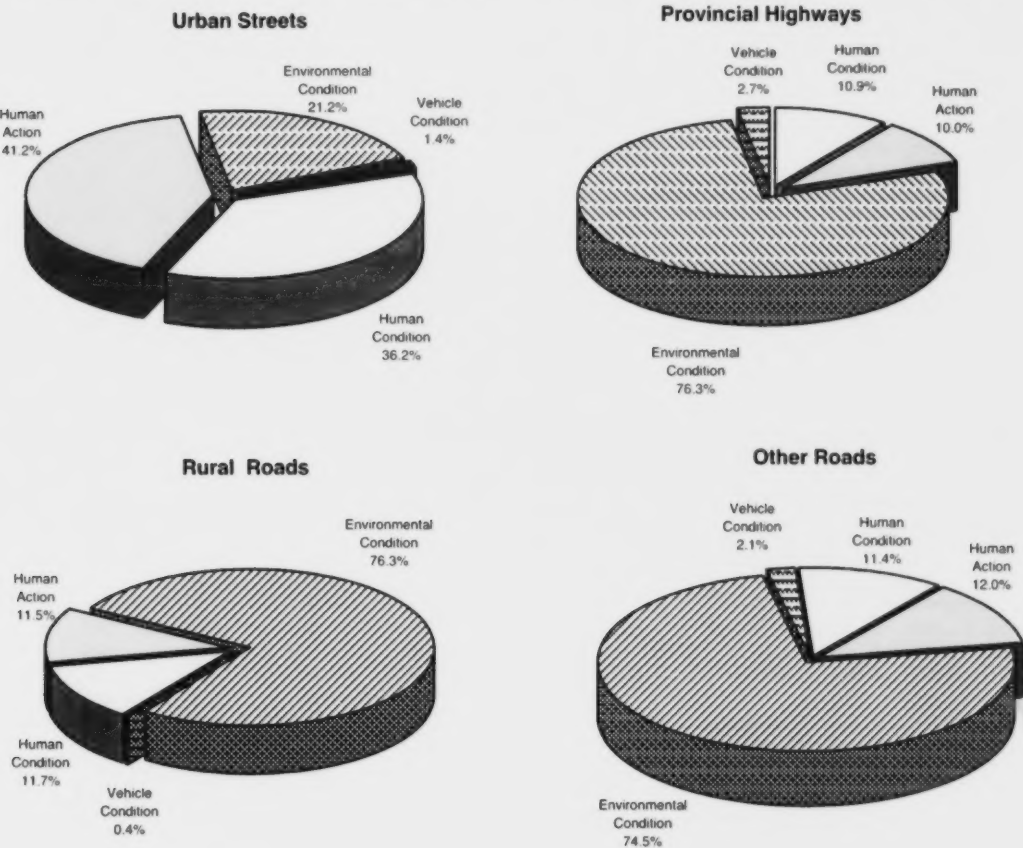
Count of Environmental Condition Factors by Road System

Table 3.8

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	147	7,643	2,983	1,180	11,953	20.5
Animal Action (Domestic)	57	115	109	63	344	0.6
Road Condition (Surface or Structure)	4,818	1,880	1,012	395	8,105	13.9
Loose Gravel	31	122	273	65	491	0.8
Snow Drift	104	241	164	52	561	1.0
Obstruction/Debris on Road	80	258	68	41	447	0.8
View Obstructed/Limited	226	185	121	66	598	1.0
Sun Glare	178	27	25	2	232	0.4
Construction Zone	67	71	19	10	167	0.3
Soft or Defective Shoulders	16	44	47	4	111	0.2
Lane Marking Inadequate	3	4	5	0	12	0.0
Traffic Control Device Not Working	9	4	7	1	21	0.0
Weather Conditions	602	943	221	46	1,812	3.1
Uninvolved Vehicle	385	436	66	60	947	1.6
Uninvolved Pedestrian	78	5	0	0	83	0.1
Other Environmental Condition	157	164	109	60	490	0.8
Total	6,958	12,142	5,229	2,045	26,374	45.3

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Tables 4.1 to 4.3 and Table 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (47%), clear weather (64%), daylight (59%) and on a straight/level stretch of road (29%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 64 per cent of collisions where a weather condition is "not stated."

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicles configurations. Single vehicle collisions account for 92 per cent of the collisions on rural roads, 88 per cent on provincial highways and 15 per cent on urban streets.

Table 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jackknifing.

Environmental Factors – SECTION 4

Figure 4.1
Collisions by Road Surface Condition

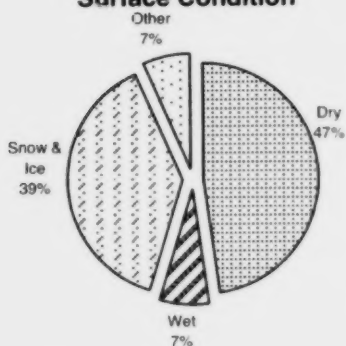


Figure 4.2
Collisions by Light Condition

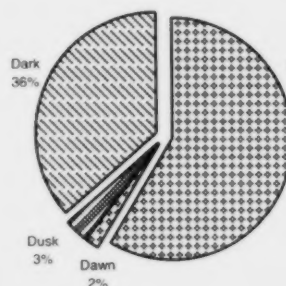
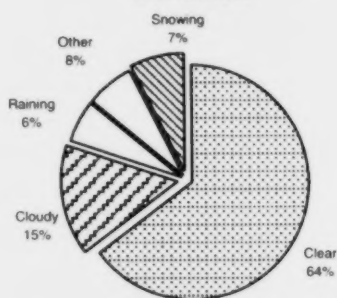


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property	Personal	Fatal	Total	%
	Damage	Injury			
Dry	16,152	2,491	69	18,712	41.2
Wet	2,185	424	8	2,617	5.8
Loose Snow	554	172	4	730	1.6
Packed Snow/Ice	13,030	1,303	25	14,358	31.6
Loose Gravel or Sand	1,975	313	14	2,302	5.1
Muddy	152	33	0	185	0.4
Slush	108	43	0	151	0.3
Fresh Oil	2	0	0	2	0.0
Not Stated	6,107	295	4	6,406	14.1
Total	40,265	5,074	124	45,463	100.0

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property	Personal	Fatal	Total	%
	Damage	Injury			
Daylight	20,103	3,268	53	23,424	51.5
Dawn	606	114	3	723	1.6
Dusk	1,051	212	7	1,270	2.8
Dark/No Lighting*	9,087	636	42	9,765	21.5
Dark/Lighting On*	4,162	599	13	4,774	10.5
Not Stated	5,256	245	6	5,507	12.1
Total	40,265	5,074	124	45,463	100.0

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property	Personal	Fatal	Total	%
	Damage	Injury			
Clear	7,370	3,070	79	10,519	23.1
Cloudy	1,813	689	17	2,519	5.5
Raining	696	240	3	939	2.1
Snowing	841	224	6	1,071	2.4
Sleet/Hail/Freezing Rain	128	47	3	178	0.4
Fog/Smoke/Smog	280	52	0	332	0.7
Drifting Snow/Dust	381	153	7	541	1.2
Strong Winds	132	53	1	186	0.4
Not Stated	28,624	546	8	29,178	64.2
Total	40,265	5,074	124	45,463	100.0

Environmental Factors – SECTION 4

Intersection Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	10,166	2,188	6	12,360
Street/Highway	37	12	0	49
Street/Grid-Municipal Road	30	10	0	40
Street/Private Approach, Driveway	2,116	174	1	2,291
Street/Alley, Other Road	523	28	0	551
Lane Alley/Lane Alley	56	7	0	63
Lane Alley/Private Approach, Driveway	31	4	0	35
Highway/Highway	322	105	5	432
Highway/Grid-Municipal Road	171	61	10	242
Highway/Private Approach, Driveway	91	25	1	117
Highway/Other Road	6	0	0	6
Grid-Municipal Road/Grid-Municipal Road	324	70	3	397
Grid-Municipal Road/Private Approach, Driveway	116	9	1	126
Grid-Municipal Road/Other Road	86	14	0	100
Other Road/Private Approach, Driveway	69	16	0	85
Total Intersection Related	14,144	2,723	27	16,894

Non-Intersection Related Collisions by Severity

Table 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-intersection (Urban)	9,182	672	7	9,861
Non-intersection (Highway)	9,498	964	58	10,520
Non-intersection (Rural)	4,099	400	14	4,513
Non-intersection (Other Road)	1,750	119	8	1,877
Railroad level crossing (Urban)	58	9	0	67
Railroad level crossing (Highway)	38	4	1	43
Railroad level crossing (Rural)	21	8	2	31
Railroad level crossing (Other Road)	1	1	0	2
Bridge or Overpass (Urban)	170	28	0	198
Bridge or Overpass (Highway)	68	12	0	80
Bridge or Overpass (Rural)	10	0	2	12
Bridge or Overpass (Other Road)	6	1	0	7
Tunnel or Underpass (Urban)	34	4	0	38
Tunnel or Underpass (Highway)	3	2	0	5
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	1	0	0	1
Passing Lane/Climbing Lane (Urban)	15	2	0	17
Passing Lane/Climbing Lane (Highway)	10	2	0	12
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Passing Lane/Climbing Lane (Other Road)	1	0	0	1
Ramp (Urban)	62	22	0	84
Ramp (Highway)	7	5	0	12
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	1	0	0	1
Off Roadway (Urban)	22	2	0	24
Off Roadway (Highway)	14	7	2	23
Off Roadway (Rural)	18	4	2	24
Off Roadway (Other Road)	11	2	0	13
Other/Not Stated (Urban)	559	58	0	617
Other/Not Stated (Highway)	262	15	0	277
Other/Not Stated (Rural)	101	4	1	106
Other/Not Stated (Other Road)	99	4	0	103
Total Non-Intersection Related	26,121	2,351	97	28,569
Totals	40,265	5,074	124	45,463

Environmental Factors – SECTION 4

Collisions by Configuration and Severity

Table 4.6

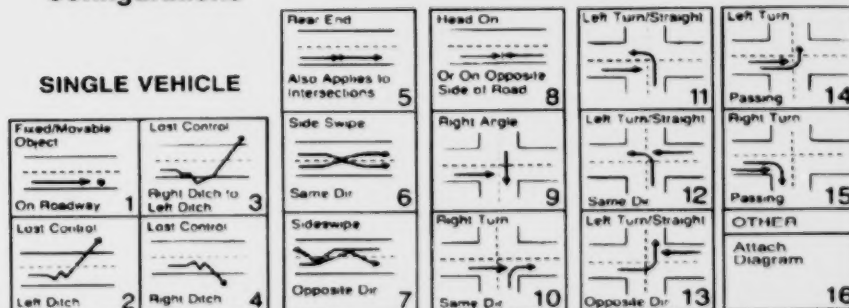
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	14,681	598	15	15,294	33.6
2 Lost Control Left Ditch	1,192	446	15	1,653	3.6
3 Lost Control Right to Left	342	181	5	528	1.2
4 Lost Control Right Ditch	2,869	748	25	3,642	8.0
Single Vehicle Total	19,084	1,973	60	21,117	46.4
5 Rear End	6,174	1,360	8	7,542	16.6
6 Side Swipe Same Direction	2,690	122	0	2,812	6.2
7 Side Swipe Opposite Direction	477	59	1	537	1.2
8 Head On	188	78	25	291	0.6
9 Right Angle	3,136	722	19	3,877	8.5
10 Right Turn Same Direction	253	23	0	276	0.6
11 Left Turn/Straight	521	120	1	642	1.4
12 Left Turn/Straight - Same Direction	225	50	0	275	0.6
13 Left Turn/Straight - Opposite Direction	1,319	313	1	1,633	3.6
14 Left Turn Passing	134	35	1	170	0.4
15 Right Turn Passing	144	18	0	162	0.4
Multiple Vehicle Total	15,261	2,900	56	18,217	40.1
16 Other Single or Multiple Vehicle	5,920	201	8	6,129	13.5
Total	40,265	5,074	124	45,463	100.0

Collisions by Configuration and Road System

Table 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,591	8,119	3,211	1,373	15,294	33.6
2 Lost Control Left Ditch	305	743	486	119	1,653	3.6
3 Lost Control Right to Left	117	254	132	25	528	1.2
4 Lost Control Right Ditch	1,057	1,313	948	324	3,642	8.0
Single Vehicle Total	4,070	10,429	4,777	1,841	21,117	46.4
5 Rear End	7,054	325	96	67	7,542	16.6
6 Side Swipe Same Direction	2,634	150	14	14	2,812	6.2
7 Side Swipe Opposite Direction	394	92	28	23	537	1.2
8 Head On	199	57	12	23	291	0.6
9 Right Angle	3,604	182	65	26	3,877	8.5
10 Right Turn Same Direction	263	12	1	0	276	0.6
11 Left Turn/Straight	608	23	6	5	642	1.4
12 Left Turn/Straight - Same Direction	255	14	3	3	275	0.6
13 Left Turn/Straight - Opposite Direction	1,602	24	4	3	1,633	3.6
14 Left Turn Passing	99	57	9	5	170	0.4
15 Right Turn Passing	147	11	3	1	162	0.4
Multiple Vehicle Total	16,859	947	241	170	18,217	40.1
16 Other - Single or Multiple Vehicle	5,350	397	197	185	6,129	13.5
Total	26,279	11,773	5,215	2,196	45,463	100.0

*Collision Configurations



Environmental Factors – SECTION 4

Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	14,067	6,200	128	20,395	29.0
Straight/Steep Incline or Decline	210	92	4	306	0.4
Straight/Top of Hill (Crest)	121	79	9	209	0.3
Straight/Bottom of Hill (Sag)	117	65	5	187	0.3
Curved/Level or Near Level	868	443	23	1,334	1.9
Curved/Steep Incline or Decline	113	51	5	169	0.2
Curved/Top of Hill (Crest)	42	29	3	74	0.1
Curved/Bottom of Hill (Sag)	36	19	0	55	0.1
Dead End/Level or Near Level	46	10	0	56	0.1
Dead End/Steep Incline or Decline	2	2	0	4	0.0
Dead End/Top of Hill (Crest)	6	1	0	7	0.0
Dead End/Bottom of Hill (Sag)	2	2	0	4	0.0
Not Stated	45,660	1,829	18	47,507	67.6
Total	61,290	8,822	195	70,307	100.0

Collision Event by Severity of Collision

Table 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Approach	123	79	8	210	0.3
Traffic Barricade	59	17	0	76	0.1
Building/Wall	148	24	1	173	0.3
Bridge Structure	91	14	1	106	0.2
Crash Cushions/Impact Attenuator	19	5	2	26	0.0
Culvert	39	17	2	58	0.1
Curbing	862	93	0	955	1.6
Delineator Post	38	2	0	40	0.1
Ditch Bottom/Back Slope	1,724	576	10	2,310	3.8
Debris on Road	374	17	0	391	0.6
Fence	498	41	3	542	0.9
Fire Hydrant, Parking Meter, Utility Box	103	5	0	108	0.2
Gravel Pile	28	1	0	29	0.0
Guard Rail	227	24	0	251	0.4
Lamp Support (Traffic Signal, Street Light)	253	70	1	324	0.5
Raised Median/Barrier	225	33	0	258	0.4
Power/Telephone Pole	239	41	3	283	0.5
Rock Face/Rocks on Road	300	12	0	312	0.5
Sign Post	446	28	1	475	0.8
Snow Bank/Drift	814	96	3	913	1.5
Tree/Bush	570	93	3	666	1.1
Other Fixed Object	1,226	57	2	1,285	2.1
Subtotal Fixed Objects	8,406	1,345	40	9,791	16.2
Hit Movable Object					
Another Road Vehicle	20,093	3,023	57	23,173	38.4
Animal	11,737	209	3	11,949	19.8
Pedestrian	15	344	8	367	0.6
Railroad Train	18	7	3	28	0.0
Other Movable Object	532	17	0	549	0.9
Subtotal Movable Objects	32,395	3,600	71	36,066	59.8
Non-Collision Event					
Ran Off Road	4,451	1,234	83	5,768	9.6
Overturned	1,380	1,035	51	2,466	4.1
Fire/Explosion	15	11	4	30	0.0
Submersion	46	12	3	61	0.1
Skidding/Sliding/Spinning	3,994	1,215	45	5,254	8.7
Load Spill	65	20	2	87	0.1
Jackknife/Trailer Swing	223	23	0	246	0.4
Other Non-Collision Events	480	33	3	516	0.9
Subtotal Non-Collision Events	10,654	3,583	191	14,428	23.9
Grand Total	51,455	8,528	302	60,285	100.0

Environmental Factors – SECTION 4

Collision Events by Road System

Table 4.10

Hit Fixed Object	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	26	111	58	15	210	0.3
Traffic Barricade	64	7	5	0	76	0.1
Building/Wall	167	2	2	2	173	0.3
Bridge Structure	62	35	7	2	106	0.2
Crash Cushions/Impact Attenuator	17	8	1	0	26	0.0
Culvert	6	26	20	6	58	0.1
Curbing	942	7	1	5	955	1.6
Delineator Post	33	5	1	1	40	0.1
Ditch Bottom/Back Slope	164	1,075	860	211	2,310	3.8
Debris on Road	73	239	45	34	391	0.6
Fence	236	82	173	51	542	0.9
Fire Hydrant, Parking Meter, Utility Box	99	3	2	4	108	0.2
Gravel Pile	6	4	12	7	29	0.0
Guard Rail	208	39	2	2	251	0.4
Lamp Support (Traffic Signal, Street Light)	292	26	1	5	324	0.5
Raised Median/Barrier	246	9	3	0	258	0.4
Power/Telephone Pole	233	26	16	8	283	0.5
Rock Face/Rocks on Road	31	111	118	52	312	0.5
Sign Post	332	96	34	13	475	0.8
Snow Bank/Drift	470	207	171	65	913	1.5
Tree/Bush	317	91	142	116	666	1.1
Other Fixed Objects	903	189	121	72	1,285	2.1
Subtotal - Fixed Objects	4,927	2,398	1,795	671	9,791	16.2
Hit Movable Object						
Another Road Vehicle	21,630	1,017	277	249	23,173	38.4
Animal	185	7,630	2,939	1,195	11,949	19.8
Pedestrian	328	17	6	16	367	0.6
Railroad Train	11	3	14	0	28	0.0
Other Movable Objects	237	201	62	49	549	0.9
Subtotal - Movable Objects	22,391	8,868	3,298	1,509	36,066	59.8
Non-Collision Event						
Ran Off Road	1,723	2,199	1,387	459	5,768	9.6
Overturned	206	1,337	785	138	2,466	4.1
Fire/Explosion	5	13	10	2	30	0.0
Submersion	6	19	26	10	61	0.1
Skidding/Sliding/Spinning	2,147	1,769	1,028	310	5,254	8.7
Load Spill	15	38	30	4	87	0.1
Jackknife/Trailer Swing	22	136	66	22	246	0.4
Other Non-Collision Events	172	248	51	45	516	0.9
Subtotal - Non-Collision Events	4,296	5,759	3,383	990	14,428	23.9
Grand Total	31,614	17,025	8,476	3,170	60,285	100.0

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property	Personal	Fatal	Total	%
	Damage	Injury			
Undivided One Way	44,333	1,436	10	45,779	65.1
Undivided Two Way	897	318	2	1,217	1.7
Divided Raised Median	9,987	3,923	146	14,056	20.0
Divided Depressed/Painted Median	3,297	1,804	4	5,105	7.3
Other	2,304	1,149	26	3,479	4.9
Not Stated	472	192	7	671	1.0
Total	61,290	8,822	195	70,307	100.0

TAIS records up to three events in order of sequence for each vehicle involved in a collision.

Table 4.9 and 4.10 summarize the 60,285 events that were recorded in 45,463 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

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Driver Factors

Driver factors captured for collisions include age and gender of the driver, traffic charges laid, human action contributing to the collision and driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used in programs directed at identifying those more likely to cause collisions, and working to address the behaviours, which increase their collision risk.

Driver Improvement Program

SGI's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to encourage drivers that are incurring convictions, or are involved in at-fault collisions, to develop and maintain safe driving habits. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers, who, in spite of a warning, incur additional convictions or at-fault collisions, are required to attend a Traffic Safety Workshop or an interview with an SGI driver examiner. Further convictions or at-fault collisions may result in the driver being required to take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault collisions may result in licence restrictions or suspensions.

Graduated Driver's Licensing Program

The Graduated Driver's Licensing Program was implemented in September 2005. It is designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a 9-month Learner stage, a 6-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions relax as drivers advance through these stages. Drivers in the Novice 2 stage must remain free of at-fault collisions, traffic convictions and suspensions in order to graduate to a full license.

Saskatchewan has a zero alcohol tolerance level for new drivers.

An evaluation on the initial effects of the program was undertaken during the first cycle of the program. Results indicate that GDL new drivers had an 18% reduction in at-fault crash risk. Program restrictions also appear to have a positive effect in reducing at-fault collisions among young drivers. Particularly, nighttime crash risk was reduced by 52% after the implementation of the program.

Driver Factors – SECTION 5

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

Age	Licensed Drivers			Drivers In 2006 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,136	3,983	8,119	0	69	94	163	124	39	0	163	20.08	0.21
16	6,126	5,719	11,845	0	821	1,179	2,000	1,668	330	2	2,000	168.85	1.79
17	6,421	6,155	12,576	1	944	1,287	2,232	1,914	315	3	2,232	177.48	1.88
18	6,390	6,057	12,447	2	835	1,367	2,204	1,854	343	7	2,204	177.07	1.88
19	6,214	6,053	12,267	0	817	1,291	2,108	1,794	309	5	2,108	171.84	1.82
20	6,303	6,037	12,340	1	702	1,219	1,922	1,642	270	10	1,922	155.75	1.65
21	6,431	6,200	12,631	0	662	1,172	1,834	1,574	254	6	1,834	145.20	1.54
22	6,223	6,074	12,297	2	605	1,054	1,661	1,418	235	8	1,661	135.07	1.43
23	6,026	6,005	12,031	1	552	919	1,472	1,269	196	7	1,472	122.35	1.30
24	5,883	5,860	11,743	0	539	864	1,403	1,223	176	4	1,403	119.48	1.27
25	5,755	5,548	11,303	1	448	827	1,276	1,071	205	0	1,276	112.89	1.20
26	5,680	5,226	10,906	0	456	769	1,225	1,046	176	3	1,225	112.32	1.19
27	5,466	5,391	10,857	0	434	725	1,159	996	163	0	1,159	106.75	1.13
28	5,209	5,193	10,402	0	406	678	1,084	939	141	4	1,084	104.21	1.11
29	5,235	5,185	10,420	0	403	660	1,063	931	131	1	1,063	102.02	1.08
30	5,102	5,119	10,221	0	392	631	1,023	862	157	4	1,023	100.09	1.06
31	5,123	5,043	10,166	0	366	642	1,008	900	106	2	1,008	99.15	1.05
32	5,041	4,962	10,003	0	346	613	959	818	139	2	959	95.87	1.02
33	4,830	4,929	9,759	0	390	578	968	839	125	4	968	99.19	1.05
34	5,059	4,954	10,013	0	366	616	982	851	128	3	982	98.07	1.04
35	4,953	5,106	10,059	1	381	580	962	823	133	6	962	95.64	1.02
36	5,000	5,066	10,066	0	377	560	937	793	141	3	937	93.09	0.99
37	5,065	5,171	10,236	2	357	544	903	805	96	2	903	88.22	0.94
38	5,114	5,172	10,286	0	352	558	910	789	121	0	910	88.47	0.94
39	5,136	5,134	10,270	1	371	542	914	781	130	3	914	89.00	0.94
40	5,447	5,509	10,956	0	350	595	945	816	124	5	945	86.25	0.92
41	5,954	5,962	11,916	1	454	617	1,072	932	137	3	1,072	89.96	0.95
42	6,346	6,586	12,932	1	463	727	1,191	1,031	154	6	1,191	92.10	0.98
43	6,827	6,912	13,739	0	456	628	1,084	957	125	2	1,084	78.90	0.84
44	6,866	7,020	13,886	0	455	695	1,150	993	150	7	1,150	82.82	0.88
45	7,092	6,968	14,060	0	416	691	1,107	952	152	3	1,107	78.73	0.84
46	7,115	6,993	14,108	0	419	746	1,165	998	158	9	1,165	82.58	0.88
47	7,187	7,098	14,285	0	362	680	1,042	915	125	2	1,042	72.94	0.77
48	7,043	6,942	13,985	1	390	664	1,055	931	121	3	1,055	75.44	0.80
49	7,231	6,932	14,163	0	391	718	1,109	956	148	5	1,109	78.30	0.83
50	7,032	6,672	13,704	1	379	641	1,021	874	146	1	1,021	74.50	0.79
51	7,208	6,863	14,071	1	383	627	1,011	881	129	1	1,011	71.85	0.76
52	7,013	6,718	13,731	1	361	567	929	804	123	2	929	67.66	0.72
53	6,574	6,261	12,835	0	306	575	881	777	99	5	881	68.64	0.73
54	6,269	5,812	12,081	0	299	515	814	699	115	0	814	67.38	0.72
55	5,940	5,436	11,376	0	258	489	747	646	97	4	747	65.66	0.70
56	5,608	5,401	11,009	0	248	464	712	633	77	2	712	64.67	0.69
57	5,598	5,212	10,810	0	215	476	691	617	73	1	691	63.92	0.68
58	5,297	5,009	10,306	0	233	447	680	602	77	1	680	65.98	0.70
59	5,476	5,033	10,509	0	198	426	624	555	66	3	624	59.38	0.63
60	4,787	4,646	9,433	0	183	370	553	483	66	4	553	58.62	0.62
61	4,337	3,954	8,291	0	170	342	512	446	64	2	512	61.75	0.66
62	4,062	3,831	7,893	0	126	328	454	403	50	1	454	57.52	0.61

Driver Factors – SECTION 5

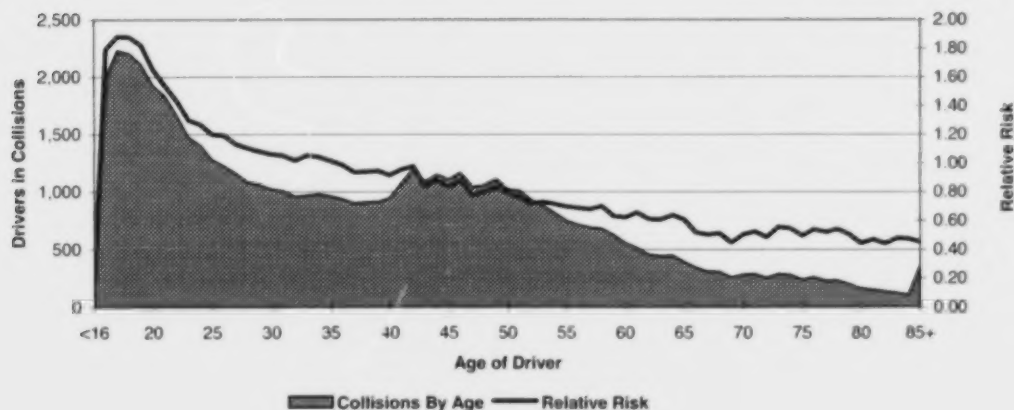
Age	Licensed Drivers			Drivers In 2006 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	3,973	3,766	7,739	0	130	312	442	381	60	1	442	57.11	0.61
64	3,769	3,645	7,414	1	148	297	446	387	57	2	446	60.16	0.64
65	3,474	3,342	6,816	1	111	279	391	332	58	1	391	57.37	0.61
66	3,634	3,361	6,995	0	86	254	340	304	36	0	340	48.61	0.52
67	3,313	3,180	6,493	0	91	216	307	270	37	0	307	47.28	0.50
68	3,249	3,071	6,320	0	112	193	305	268	37	0	305	48.26	0.51
69	3,039	3,027	6,066	1	73	182	256	222	33	1	256	42.20	0.45
70	3,082	2,845	5,927	0	86	195	281	246	34	1	281	47.41	0.50
71	3,014	2,804	5,818	0	100	187	287	239	47	1	287	49.33	0.52
72	2,836	2,710	5,546	0	75	178	253	219	34	0	253	45.62	0.48
73	2,822	2,636	5,458	0	81	204	285	253	32	0	285	52.22	0.55
74	2,814	2,592	5,406	0	85	193	278	230	47	1	278	51.42	0.55
75	2,678	2,429	5,107	0	86	152	238	207	31	0	238	46.60	0.49
76	2,604	2,470	5,074	0	76	182	258	223	35	0	258	50.85	0.54
77	2,418	2,207	4,625	0	75	152	227	200	25	2	227	49.08	0.52
78	2,306	2,218	4,524	0	70	161	231	200	31	0	231	51.06	0.54
79	2,147	2,003	4,150	0	62	135	197	172	25	0	197	47.47	0.50
80	1,995	1,835	3,830	0	45	115	160	137	22	1	160	41.78	0.44
81	1,782	1,609	3,371	0	57	92	149	129	20	0	149	44.20	0.47
82	1,704	1,515	3,219	0	45	89	134	117	16	1	134	41.63	0.44
83	1,408	1,283	2,691	0	38	83	121	107	13	1	121	44.96	0.48
84	1,257	1,096	2,353	0	41	64	105	91	14	0	105	44.62	0.47
85+	4,714	3,735	8,449	0	105	254	359	299	54	6	359	42.49	0.45
NS	0	0	0	4,471	81	228	4,780	4,528	248	4	4,780		
Total	344,242	332,491	676,733	4,492	21,865	37,394	63,751	55,386	8,181	184	63,751	94.20	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg: the 16 year age group - $(2,000/11,845) \times 1,000 = 168.85$

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for the 16 year age group - $168.85/94.2 = 1.79$

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Driver Factors – SECTION 5

Licensed Drivers by Age, Gender and Year

Table 5.2

Age	2004			2005			2006		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4,223	4,188	8,411	4,318	4,136	8,454	4,136	3,983	8,119
16	6,138	5,949	12,087	6,267	6,005	12,272	6,126	5,719	11,845
17	6,340	6,101	12,441	6,422	6,130	12,552	6,421	6,155	12,576
18	6,578	6,228	12,806	6,436	6,138	12,574	6,390	6,057	12,447
19	6,716	6,344	13,060	6,445	6,215	12,660	6,214	6,053	12,267
20	6,471	6,278	12,749	6,641	6,271	12,912	6,303	6,037	12,340
21	6,413	6,340	12,753	6,430	6,243	12,673	6,431	6,200	12,631
22	6,267	6,166	12,433	6,267	6,212	12,479	6,223	6,074	12,297
23	6,089	5,849	11,938	6,122	6,079	12,201	6,026	6,005	12,031
24	5,965	5,464	11,429	5,968	5,749	11,717	5,883	5,860	11,743
25 - 34	51,286	51,104	102,390	52,121	51,437	103,558	52,500	51,550	104,050
35 - 44	60,871	61,313	122,184	58,850	59,327	118,177	56,708	57,638	114,346
45 - 54	67,458	64,457	131,915	68,835	66,007	134,842	69,764	67,259	137,023
55 - 64	45,187	42,479	87,666	46,752	44,140	90,892	48,847	45,933	94,780
65 - 74	31,270	28,904	60,174	31,242	29,208	60,450	31,277	29,568	60,845
75 >	24,239	21,177	45,416	24,615	21,842	46,457	24,993	22,400	47,393
Total	341,511	328,341	669,852	343,731	331,139	674,870	344,242	332,491	676,733

Driver Factors – SECTION 5

Drivers In Collisions by Age, Gender and Year

Table 5.3

Age	2004				2005				2006			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	110	68	0	178	102	84	0	186	94	69	0	163
16	1,282	974	6	2,262	1,220	965	1	2,186	1,179	821	0	2,000
17	1,274	884	1	2,159	1,193	922	3	2,118	1,287	944	1	2,232
18	1,386	820	2	2,208	1,391	827	2	2,220	1,367	835	2	2,204
19	1,413	805	5	2,223	1,327	796	2	2,125	1,291	817	0	2,108
20	1,233	714	1	1,948	1,223	675	2	1,900	1,219	702	1	1,922
21	1,098	633	1	1,732	1,163	707	0	1,870	1,172	662	0	1,834
22	1,017	567	3	1,587	964	612	2	1,578	1,054	605	2	1,661
23	946	528	6	1,480	1,004	559	3	1,566	919	552	1	1,472
24	834	477	3	1,314	897	497	2	1,396	864	539	0	1,403
25 - 34	6,294	3,857	20	10,171	6,438	3,806	18	10,262	6,739	4,007	1	10,747
35 - 44	6,326	3,948	21	10,295	6,214	3,930	17	10,161	6,046	4,016	6	10,068
45 - 54	5,941	3,365	13	9,319	6,341	3,525	8	9,874	6,424	3,706	4	10,134
55 - 64	3,486	1,685	13	5,184	3,696	1,794	6	5,496	3,951	1,909	1	5,861
65 - 74	1,924	851	2	2,777	1,851	901	2	2,754	2,081	900	2	2,983
75 >	1,468	642	4	2,114	1,474	647	3	2,124	1,479	700	0	2,179
NS *	489	134	3,354	3,977	266	79	3,811	4,156	228	81	4,471	4,780
Total	36,521	20,952	3,455	60,928	36,764	21,326	3,882	61,972	37,394	21,865	4,492	63,751

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

Age	2004				2005				2006			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	127	49	2	178	136	49	1	186	124	39	0	163
16	1,861	398	3	2,262	1,844	337	5	2,186	1,668	330	2	2,000
17	1,826	330	3	2,159	1,791	323	4	2,118	1,914	315	3	2,232
18	1,839	369	0	2,208	1,898	315	7	2,220	1,854	343	7	2,204
19	1,858	363	2	2,223	1,802	313	10	2,125	1,794	309	5	2,108
20	1,631	313	4	1,948	1,608	284	8	1,900	1,642	270	10	1,922
21	1,435	292	5	1,732	1,573	289	8	1,870	1,574	254	6	1,834
22	1,357	227	3	1,587	1,337	238	3	1,578	1,418	235	8	1,661
23	1,264	212	4	1,480	1,318	246	2	1,566	1,269	196	7	1,472
24	1,098	210	6	1,314	1,186	206	4	1,396	1,223	176	4	1,403
25 - 34	8,517	1,629	25	10,171	8,710	1,521	31	10,262	9,253	1,471	23	10,747
35 - 44	8,712	1,548	35	10,295	8,720	1,407	34	10,161	8,720	1,311	37	10,068
45 - 54	8,012	1,282	25	9,319	8,472	1,372	30	9,874	8,787	1,316	31	10,134
55 - 64	4,423	747	14	5,184	4,751	725	20	5,496	5,153	687	21	5,861
65 - 74	2,355	411	11	2,777	2,369	376	9	2,754	2,583	395	5	2,983
75 >	1,784	318	12	2,114	1,832	277	15	2,124	1,882	286	11	2,179
NS *	3,775	202	0	3,977	3,944	210	2	4,156	4,528	248	4	4,780
Total	51,874	8,900	154	60,928	53,291	8,488	193	61,972	55,386	8,181	184	63,751

* Driver age not stated.

Driver Factors – SECTION 5

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	128	41	1	170	3.8
Disobey Stop Sign	155	103	1	259	5.7
Fail to Signal	1	1	0	2	0.0
Speed Too Fast for Conditions	140	96	1	237	5.2
Driving Without Due Care	394	277	2	673	14.9
Following too Close	114	87	0	201	4.4
Passing on Right	9	0	0	9	0.2
Improper Lane Change	42	11	0	53	1.2
Improper Turn	66	29	0	95	2.1
Fail to Yield Right of Way	413	246	1	660	14.6
Passing When Unsafe	19	5	0	24	0.5
Driving Left of Centre	12	4	0	16	0.4
Driving Wrong Way on a One Way Street	1	3	0	4	0.1
Fail to Yield to Pedestrian	2	21	0	23	0.5
Fail to Report	208	51	0	259	5.7
Disobey Traffic Signal	130	89	0	219	4.8
Improper Parking on Highway or Street	2	1	0	3	0.1
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	1	0	0	1	0.0
Lights, Tires, Windshield or Bumper Height *	5	1	0	6	0.1
Dangerous Driving	36	32	2	70	1.5
Driving While Disqualified	56	46	0	102	2.3
Criminal Negligence	0	2	1	3	0.1
Fail to Remain at Scene	68	23	0	91	2.0
Impaired Driving/Refuse Testing	207	169	5	381	8.4
Unsafe Backing	64	4	0	68	1.5
No Driver's Licence	199	131	1	331	7.3
Operator or Passenger Not Using Seatbelt	7	29	0	36	0.8
Speeding Past Highway Worker	0	0	0	0	0.0
Stunting	10	4	0	14	0.3
24-Hour Suspension	55	19	0	74	1.6
Other Offence	263	170	2	435	9.6
Total	2,807	1,695	17	4,519	100.0

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21- 24	25- 34	35- 44	45- 54	55- 64	65+	Not Stated	Total	%
Fail to Yield Right of Way	20	153	140	126	115	87	313	499	394	395	281	531	103	3,157	17.5
Control Device Disregarded	9	41	44	51	49	38	126	154	96	137	92	148	61	1,046	5.8
Following Too Close	1	122	135	155	131	111	338	471	409	307	175	130	82	2,567	14.2
Too Fast for Road Conditions	18	142	132	135	116	95	261	343	218	186	79	63	51	1,839	10.2
Exceeding Speed Limit	7	39	23	40	33	17	65	38	29	18	5	5	23	342	1.9
Turning Improperly	6	50	39	38	44	32	81	137	132	130	92	138	29	948	5.2
Passing or Improper Lane Use	3	53	64	61	55	46	143	210	178	177	114	172	84	1,360	7.5
Backing Unsafe	7	58	55	47	45	51	124	272	277	326	213	259	121	1,855	10.3
Fail to Signal	0	1	1	1	2	0	2	14	7	3	3	2	4	40	0.2
Driving Wrong Way on a One Way	1	1	0	0	1	1	5	7	3	4	1	2	3	29	0.2
Taking Evasive Action	8	91	68	69	88	55	200	306	211	199	89	60	15	1,459	8.1
Careless Driving/Stunting	29	54	42	48	38	36	90	77	46	31	9	21	75	596	3.3
Pedestrian Action Contributed	35	1	4	3	0	5	11	12	4	7	4	9	8	103	0.6
Other Human Action	115	39	33	30	30	33	1,902	132	106	89	59	85	89	2,742	15.2
Total	259	845	780	804	747	607	3,661	2,672	2,110	2,009	1,216	1,625	748	18,083	
Per cent	1.4	4.7	4.3	4.4	4.1	3.4	20.2	14.8	11.7	11.1	6.7	9.0	4.1	100.0	

Driver Factors – SECTION 5

Number of Charges Resulting from Collisions by Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	3	6	7	7	13	7	29	33	31	14	8	11	1	170	3.8
Disobey Stop Sign	0	16	12	12	11	7	27	41	18	36	28	51	0	259	5.7
Fail to Signal	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0.0
Speed too Fast for Conditions	3	29	26	25	20	14	35	36	22	14	6	7	0	237	5.2
Driving Without Due Care	2	53	52	49	51	42	98	100	66	64	29	64	3	673	14.9
Following too Close	0	17	14	12	21	10	26	39	24	22	7	9	0	201	4.4
Passing on Right	0	1	1	0	0	0	1	2	1	2	1	0	0	9	0.2
Improper Lane Change	0	1	5	1	3	0	6	10	6	7	4	10	0	53	1.2
Improper Turn	1	5	6	8	3	2	9	19	15	6	10	11	0	95	2.1
Fail to Yield Right of Way	1	35	37	34	19	20	60	104	74	91	57	128	0	660	14.6
Passing When Unsafe	0	2	2	0	1	1	2	3	2	5	3	3	0	24	0.5
Driving Left of Centre	0	2	2	1	0	0	1	3	3	2	0	2	0	16	0.4
Wrong Way on a One Way	0	0	0	0	0	0	0	2	0	2	0	0	0	4	0.1
Fail to Yield to Pedestrian	0	1	1	0	1	1	0	7	3	4	2	2	1	23	0.5
Fail to Report	4	20	22	12	17	21	52	41	31	13	5	11	10	259	5.7
Disobey Traffic Signal	1	8	11	13	10	9	24	39	13	34	17	34	0	219	4.8
Improper Parking	0	0	2	0	0	0	1	0	0	0	0	0	0	3	0.1
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.0
Lights, Tires, Windshield, Bumper*	0	2	0	0	0	0	0	2	0	1	1	0	0	6	0.1
Dangerous Driving	4	5	2	6	10	1	10	13	15	3	0	1	0	70	1.5
Driving While Disqualified	0	1	2	3	11	5	17	29	22	6	1	3	0	102	2.3
Criminal Negligence	0	0	0	0	1	0	0	1	1	0	0	0	0	3	0.1
Fail to Remain at Scene	1	7	8	4	5	4	20	21	9	6	1	3	2	91	2.0
Impaired Driving/Refuse Testing	0	13	6	19	20	28	73	92	62	43	14	9	2	381	8.4
Unsafe Backing	1	3	7	5	1	4	4	11	7	9	7	8	1	68	1.5
No Driver's Licence	22	33	23	19	17	22	52	71	39	18	6	9	0	331	7.3
Not Using Seatbelt	0	4	4	1	1	2	5	9	1	5	4	0	0	36	0.8
Speeding Past Highway Worker	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Stunting	0	5	3	1	1	1	3	0	0	0	0	0	0	14	0.3
24-Hour Suspension	0	6	1	3	6	8	14	16	7	7	4	2	0	74	1.6
Other Offence	16	33	34	31	25	14	56	55	54	41	21	54	1	435	9.6
Total	59	308	290	266	268	223	625	800	532	458	237	432	21	4,519	100.0

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	52	447	501	446	419	361	1,104	1,587	1,311	1,259	794	1,126	533	9,940	68.2
Distracted	6	85	71	67	62	63	141	219	153	130	64	103	27	1,191	8.2
Had Been Drinking	8	28	28	43	38	44	124	130	79	51	18	15	33	639	4.4
Impaired	4	20	12	32	41	42	124	150	101	63	26	11	22	648	4.4
Extreme Fatigue	0	2	1	9	5	5	15	13	7	8	5	6	1	77	0.5
Fell Asleep	0	6	4	16	13	11	31	30	26	23	12	17	6	195	1.3
Driver Inexperience/Confusion	74	323	172	113	67	39	125	98	66	50	22	66	13	1,228	8.4
Lost Consciousness/Illness	0	1	2	2	2	0	5	4	6	13	9	24		68	0.5
Physical/Medical Disability	0	1	0	0	1	1	0	3	7	10	8	31	1	63	0.4
Drugs (Prescription or Illegal)	0	1	2	5	7	7	9	14	7	4	1	1	1	59	0.4
Defective Eyesight/Hearing	0	0	0	1	2	1	0	1	4	0	0	12	1	22	0.2
Other Human Conditions	7	9	23	16	19	19	51	58	52	43	28	73	53	451	3.1
Total	151	923	816	750	676	593	1,729	2,307	1,819	1,654	987	1,485	691	14,581	
Per cent	1.0	6.3	5.6	5.1	4.6	4.1	11.9	15.8	12.5	11.3	6.8	10.2	4.7	100.0	

Driver Factors – SECTION 5

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	0	0	0	0	6	0	83	74	163
16	0	1	0	0	1,839	0	103	57	2,000
17	1	0	0	0	2,118	0	41	72	2,232
18	14	1	1	2	2,050	0	41	95	2,204
19	34	0	2	5	1,894	0	41	132	2,108
20	89	0	4	7	1,650	0	41	131	1,922
21-24	401	4	30	66	5,391	0	85	393	6,370
25-34	1,199	21	68	218	8,323	0	94	824	10,747
35-44	1,337	65	106	263	7,697	0	41	559	10,068
45-54	1,496	108	150	268	7,537	1	14	560	10,134
55-64	742	118	67	144	4,490	0	7	293	5,861
65 and Over	222	23	13	32	4,667	0	1	204	5,162
Not Stated	2	0	0	0	13	0	0	4,765	4,780
Drivers In Collisions	5,537	341	441	1,005	47,675	1	592	8,159	63,751
Total Licensed Drivers	47,550	2,694	4,770	7,284	586,108	13	28,314	0	676,733
Relative Risk *	1.24	1.34	0.98	1.46	0.86	0.82	0.22	N/A	1.00

* Relative Risk = (% of Total Collisions in Class)/(% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	1997	1998	1999	2000	2001	2002**	2003	2004	2005	2006
Under 16	182	179	205	185	175	202	191	178	186	163
16	1,623	1,773	1,928	2,028	1,963	2,283	2,313	2,262	2,186	2,000
17	1,691	1,917	1,861	1,993	1,949	2,361	2,342	2,159	2,118	2,232
18	1,666	1,763	1,814	1,877	1,779	2,151	2,381	2,208	2,220	2,204
19	1,561	1,564	1,679	1,776	1,515	1,866	2,098	2,223	2,125	2,108
20	1,310	1,396	1,433	1,513	1,398	1,696	1,853	1,948	1,900	1,922
21-24	3,815	4,005	4,344	4,582	4,173	5,079	6,028	6,113	6,410	6,370
25-34	6,970	7,116	7,121	7,336	6,973	8,236	9,418	10,171	10,262	10,747
35-44	6,698	7,246	7,687	7,996	7,387	8,793	10,140	10,295	10,161	10,068
45-54	4,376	4,609	5,119	5,736	5,741	7,291	8,784	9,319	9,874	10,134
55-64	2,470	2,622	2,850	2,998	2,974	3,872	4,759	5,184	5,496	5,861
65 and Over	3,221	3,455	3,562	3,845	3,693	4,256	5,001	4,891	4,878	5,162
Not Stated	4,772	4,031	2,626	2,628	2,432	3,303	4,175	3,977	4,156	4,780
Drivers In Collisions	40,355	41,676	42,229	44,493	42,152	51,389	59,483	60,928	61,972	63,751

** Property damage only collisions in 2002 increased due to a change in reporting procedures.

Driver Factors – SECTION 5

Convictions - 2001 to 2006

Table 5.11

OFFENCE	2001	2002	2003	2004	2005	2006	Avg/yr
Exceed Speed Limit	71,007	66,865	64,392	61,184	54,934	47,066	60,908
Operator Fail To Wear Seatbelt	13,515	12,179	11,200	8,660	8,283	8,184	10,337
Stop Sign	5,920	5,174	5,778	5,233	5,385	5,002	5,415
No Licence/Inappropriate Licence	5,729	5,019	4,566	5,006	4,734	4,555	4,935
Operating Unregistered Vehicle	3,701	3,343	3,113	3,320	3,388	3,332	3,366
No Driver's Licence	1,362	1,476	2,137	2,150	2,373	3,020	2,086
Red Light	2,442	2,182	2,154	2,088	2,210	1,326	2,067
Without Due Care/Reasonable Consideration	1,999	1,926	1,871	1,948	1,813	1,771	1,792
Driving While Suspended Or Refused Issue Etc.	1,231	1,165	1,114	1,272	1,326	1,397	1,251
Fail To Display Plate/Stickers/Permit	1,876	1,386	1,217	738	235	201	942
Inadequate/Improper Equipment	1,108	1,017	837	773	853	688	879
Stunting	1,109	918	841	778	744	713	851
U-Turn At Traffic Lights	829	720	594	620	783	519	678
Driving Contrary To Sign Direction	506	601	554	947	743	377	621
Drive Vehicle While Passenger Unrestrained	729	694	621	505	510	533	599
Fail To Report Accident	760	735	579	555	537	425	599
Too Fast For Conditions	611	605	577	576	512	542	571
Fail To Maintain Sufficient Interval	617	585	537	459	480	457	469
Turn Left Fail To Yield Approaching Vehicle	624	554	512	513	458	441	517
Amber Light	519	450	583	548	404	223	314
Disobey Traffic Control Device	443	402	427	448	422	445	431
Pass Yield Sign	444	405	364	373	404	403	399
Exceed 60 Km/Hr Passing Emergency Vehicle	361	537	380	427	359	256	387
Fail To Exercise Care In Backing Up A Vehicle	511	392	203	236	235	142	287
Exceed 60Km/Hr Passing Highway Worker	753	308	83	206	91	251	282
Illegal U-Turn	253	247	266	289	254	251	260
Fail To Obey Restricted Licence	250	229	195	186	236	420	253
Improper Turn	272	327	255	237	222	191	251
Unauthorized Use Of Plate/Registration	227	174	197	217	255	283	226
Driving Left Of Centre	255	197	235	200	199	133	166
Excessive Noise	335	218	192	168	149	126	198
Failing To Yield To Vehicle On Right	222	234	183	177	141	143	183
Insufficient Or No Signal	235	188	173	179	188	125	181
Fail To Produce Licence/Registration	169	119	168	147	205	152	160
Fail To Yield To Pedestrian	199	145	146	130	134	125	147
Straddling Lanes	208	162	128	129	124	87	140
Inadequate Brakes	158	125	76	113	108	156	123
Flashing Red Light or Proceed Before Safe	136	159	173	107	111	45	122
Headlamps Not Illuminated	155	106	121	108	114	59	111
Passing When Unsafe	127	116	111	112	92	88	108
Cross Solid Lines	194	96	95	111	63	65	104
Passing On The Right	104	119	86	78	84	83	92
Disobey School Bus Signal	133	107	80	91	80	46	90
Fail To Stop For Railway Crossing	126	80	62	81	52	61	77
Improper Lane Use	68	81	75	53	79	63	70
Improperly Equipped M/C Operator	81	72	44	66	61	32	59
Driving While on 24 Hour Suspension	34	62	61	68	48	59	55
Obscured Vision	80	66	58	50	44	23	54
Enter Prov. Or Other Highway-Fail To Yield	62	50	34	37	43	65	49
Fail To Stop Leaving Lane Or Alley	72	56	45	43	26	33	46
Allow Rider On Exterior Of Vehicle	69	29	35	25	59	25	40
Driving On Wrong Side Of Divided Highway	63	35	37	33	44	13	38
Unlit Lamps Or Obstruction	59	38	18	25	38	36	36
Deface Or Alter Licence/Registration/Plate	24	27	44	45	23	28	32
Contest Of Speed	40	13	17	23	15	70	30
Improper Stopping On Highway Or Street	26	40	31	18	23	24	27
Fail To Dim	49	35	38	17	14	8	27

Driver Factors – SECTION 5

Convictions - 2001 to 2006

Table 5.11

OFFENCE	2001	2002	2003	2004	2005	2006	Avg/yr
Drive Over Median	29	39	28	21	28	11	26
Fail To Yield To Emergency Vehicle	28	34	24	23	32	15	26
Fail To Yield On Green Arrow	19	29	29	27	20	22	24
Cutting In	40	19	21	22	20	13	23
Improperly Equipped M/C	23	7	21	25	18	26	20
Glass Or Other Litter On Highway	24	20	15	14	21	11	18
Overcrowded Steering Compartment	28	19	13	15	13	9	16
Fail To Obey Flag Person Directions	13	17	11	12	10	3	11
Driver Permitting Illegal Towing	13	7	14	14	10	6	11
Insecure Load Or Unmarked Overhanging Load	19	9	13	5	4	7	10
Speeding Up On Being Overtaken	12	12	4	7	8	3	8
Too Slow For Conditions	4	8	5	8	5	9	7
Disobey Traffic Light Not At Intersection	10	9	3	4	5	3	6
Fail Stop Bus/Dangerous Goods Veh. At Railway	4	7	3	4	1	15	6
Flashing Red Light At Crosswalk	1	3	5	1	1	23	6
Produce Other Persons Licence	9	9	5	6	2	3	6
Enter Or Leave Controlled Access Unlawfully	1	2	4	15	10	1	6
False Statement/Fail To Furnish Information	3	2	3	4	14	7	6
Crossing Highway	3	8	1	5	2	1	3
Two Licences	10	3	2	0	1	0	3
Allow Motorcycle Passenger-Improper Seating	0	0	2	3	2	2	2
Fail To Extinguish Spotlight	1	4	2	2	0	0	2
Obstructing A Licence Plate	0	0	0	0	2	7	2
Proceed Contrary To Arrow	2	1	1	2	3	0	2
Allowing Other Person To Use Licence	2	3	1	0	2	0	1
Drive Left Of Centre	0	0	0	0	0	8	1
Motorcycle In Same Lane As Another Vehicle	3	0	0	1	2	0	1
Interfere With Funeral Procession	1	0	0	2	1	1	1
Radar Detector In Nsc Vehicle	0	0	0	0	1	4	1
Obstruct Intersection	2	1	0	1	0	0	1
Fail To/Improperly Activate School Bus Lights	0	1	1	0	0	0	0
Fail To Stop For Police Officer	0	0	0	0	0	1	0
Total	123,495	113,663	108,944	103,169	95,782	85,598	105,109

Criminal Code Convictions - 2001 to 2006

Table 5.12

	2001	2002	2003	2004	2005	2006	Avg/yr
Over 80 Mg Alcohol In Blood	3,582	3,736	3,087	2,903	2,592	2,478	3,063
Drive While Disqualified (Prov.)	782	868	866	1,000	1,021	973	918
Impaired Driving	872	840	843	784	719	743	800
Drive While Disqualified C.C.	902	746	685	614	615	550	685
Fail To Comply With A Demand	158	170	142	152	159	136	153
Dangerous Driving	127	164	142	154	146	140	146
Leave Scene Of Accident	110	90	82	90	102	73	91
Fail To Stop For Police Officer (Cc)	79	87	79	102	90	101	96
Impaired Driving Causing Bodily Harm	27	43	29	34	35	38	34
Fail To Stop For Police Officer (Ts)	30	32	42	31	33	23	32
Dangerous Driving Causing Bodily Harm	16	12	13	14	13	29	16
Dangerous Driving Causing Death	2	2	6	7	5	7	5
Impaired Driving Causing Death	3	4	1	8	2	5	4
Criminal Negligence Causing Bodily Harm	1	0	0	0	1	4	1
Criminal Negligence Causing Death	1	1	0	0	2	0	1
Fail To Stop For Police Officer	0	0	2	0	0	0	0
Fail To Stop For Police Officer (Ht)	0	0	0	0	1	0	0
Total	6,692	6,795	6,019	5,893	5,536	5,300	6,039

Driver Factors – SECTION 5

Convictions, Licensed Drivers and Drivers in Collisions by Age

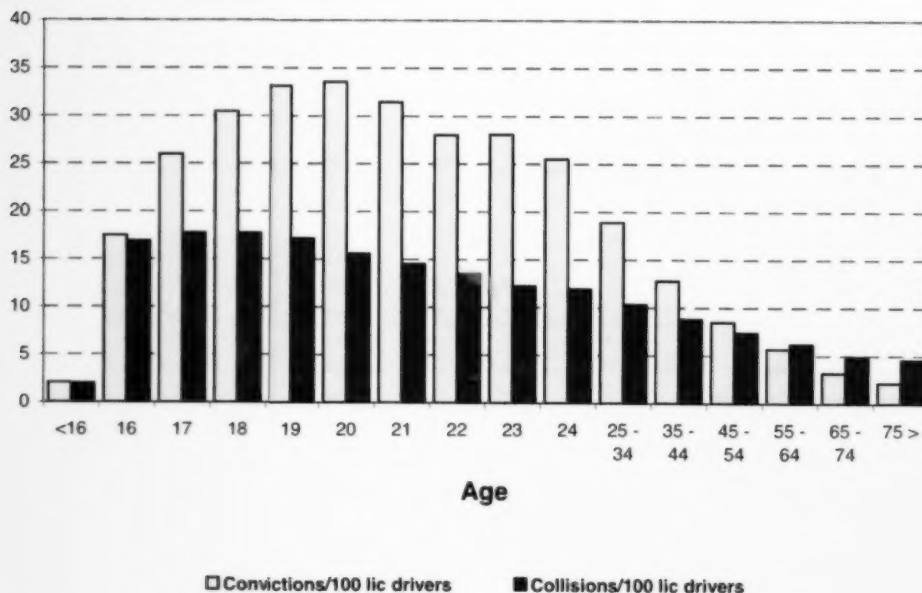
Table 5.13

Age	*Convictions	Licensed Drivers	Drivers in Collisions	Convictions/100 lic drivers	Collisions/100 lic drivers	Conviction Risk	Collision Risk
<16	168	8,119	163	2.07	2.01	0.16	0.21
16	2,071	11,845	2,000	17.48	16.88	1.38	1.79
17	3,268	12,576	2,232	25.99	17.75	2.05	1.88
18	3,790	12,447	2,204	30.45	17.71	2.41	1.88
19	4,067	12,267	2,108	33.15	17.18	2.62	1.82
20	4,144	12,340	1,922	33.58	15.58	2.65	1.65
21	3,975	12,631	1,834	31.47	14.52	2.49	1.54
22	3,448	12,297	1,661	28.04	13.51	2.22	1.43
23	3,379	12,031	1,472	28.09	12.24	2.22	1.30
24	2,999	11,743	1,403	25.54	11.95	2.02	1.27
25 - 34	19,667	104,050	10,747	18.90	10.33	1.49	1.10
35 - 44	14,627	114,346	10,068	12.79	8.80	1.01	0.93
45 - 54	11,639	137,023	10,134	8.49	7.40	0.67	0.79
55 - 64	5,386	94,780	5,861	5.68	6.18	0.45	0.66
65 - 74	1,946	60,845	2,983	3.20	4.90	0.25	0.52
75 >	1,025	47,393	2,179	2.16	4.60	0.17	0.49
Not Stated			4,780				
Total	85,599	676,733	63,751	12.65	9.42	1.00	1.00

* Does not include Criminal Code convictions

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

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Vehicle Factors

There were 70,307 vehicles involved in the 45,463 collisions during 2006. This is an average of 1.55 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 50 per cent of vehicles in all collisions and 33 per cent of the vehicles in fatal collisions.
- Pickup trucks accounted for 22 per cent of vehicles in all collisions and 35 per cent of vehicles in fatal collisions.
- Large trucks represented 3.6 per cent of vehicles involved in all collisions and 16.4 per cent of vehicles in a fatal collision during 2006. Research has shown that in 75 per cent of fatal crashes involving a large truck, the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 395 crashes involving a motorcycle in 2006. These incidents resulted in 204 injuries and five deaths.

Tables 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Vehicle Factors – SECTION 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	30,425	4,577	68	35,070	49.9
Pickup Trucks	13,786	1,555	48	15,389	21.9
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	10,639	1,501	25	12,165	17.3
Trucks > 4,500 kg	984	101	5	1,090	1.6
Semi-Trailer Power Unit	1,155	211	27	1,393	2.0
Transit Bus (Urban)	105	19	0	124	0.2
Inter-City Bus	46	3	0	49	0.1
School Bus - Standard Large Type	81	11	0	92	0.1
School Bus - Van Type	24	2	0	26	0.0
Other Bus - Unspecified/Private	29	8	0	37	0.1
Motorcycle	203	188	5	394	0.6
Moped/Powered Bicycle	4	5	0	9	0.0
Bicycle*	63	160	2	225	0.3
Ambulance/Police/Fire	33	9	0	42	0.1
Snowmobile *	29	25	6	60	0.1
Construction/Maintenance Equipment	57	14	0	71	0.1
Unregistered Farm Equipment	34	12	0	46	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	6	15	1	22	0.0
Motorhome	38	1	0	39	0.1
Other Vehicle	99	6	0	105	0.1
Not Stated	3,450	401	8	3,859	5.5
Total	61,290	8,822	195	70,307	100.0

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	27,304	5,189	1,703	874	35,070	49.9
Pickup Trucks	8,222	3,803	2,423	941	15,389	21.9
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	8,276	2,601	858	430	12,165	17.3
Trucks > 4,500 kg	495	325	237	33	1,090	1.6
Semi-Trailer Power Unit	348	796	178	71	1,393	2.0
Transit Bus (Urban)	123	1	0	0	124	0.2
Inter-City Bus	49	0	0	0	49	0.1
School Bus - Standard Large Type	78	6	7	1	92	0.1
School Bus - Van Type	11	9	5	1	26	0.0
Other Bus - Unspecified/Private	29	6	0	2	37	0.1
Motorcycle	298	71	18	7	394	0.6
Moped/Powered Bicycle	8	1	0	0	9	0.0
Bicycle*	223	1	0	1	225	0.3
Ambulance/Police/Fire	28	10	2	2	42	0.1
Snowmobile *	14	15	16	15	60	0.1
Construction/Maintenance Equipment	26	27	7	11	71	0.1
Unregistered Farm Equipment	3	15	21	7	46	0.1
Off-Highway Vehicle (3 or 4 Wheel ATVs) *	7	4	4	7	22	0.0
Motorhome	21	14	0	4	39	0.1
Other Vehicle	74	20	3	8	105	0.1
Not Stated	3,708	70	18	63	3,859	5.5
Total	49,345	12,984	5,500	2,478	70,307	100.0

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck and a van or SUV are involved in 90 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Vehicle Factors – SECTION 6

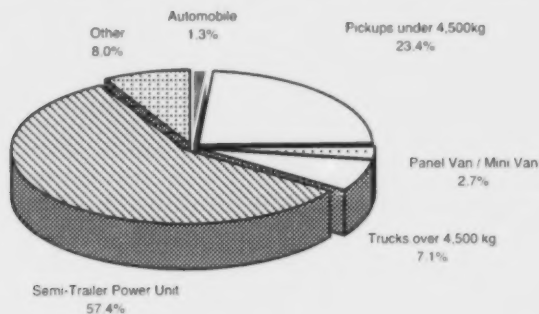
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Table 6.3

Vehicle Type	No Trailer	Recreation	Utility	Farm	Maint/Const	Towed Vehicle	Single Semi	A* Train	C* Train	B* Train	Over Sized	Other	Total	%
Automobile (pass'ger car)	35,045	6	11	0	0	1	0	0	0	0	0	7	35,070	49.9
Pickup Trucks	14,949	73	95	30	9	21	3	0	0	10	0	199	15,389	21.9
Panel Van/Mini Van/SUV	12,115	12	18	0	2	1	0	0	0	0	0	17	12,165	17.3
Trucks > 4,500 kg	956	2	18	7	6	6	30	4	2	6	0	53	1,090	1.6
Semi-Trailer Power Unit	315	0	2	3	8	2	389	53	16	78	5	522	1,393	2.0
Bus - All Types	328	0	0	0	0	0	0	0	0	0	0	0	328	0.5
Const./Maintenance Equip.	67	0	0	0	1	1	0	0	0	0	0	2	71	0.1
Farm Equipment	24	0	0	14	0	0	3	0	0	0	0	5	46	0.1
Motorhome	19	2	0	10	0	4	2	0	0	0	0	2	39	0.1
Other Vehicle	4,612	18	15	4	3	1	15	0	0	1	0	47	4,716	6.7
Total	68,430	113	159	68	29	37	442	57	18	95	5	854	70,307	100.0

* An "A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double hitch drawbar.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	34,208	5,417	163	39,788	56.6
Turning Left	3,578	737	3	4,318	6.1
Turning Right	1,859	276	0	2,135	3.0
Making U-Turn	188	25	1	214	0.3
Changing Lanes	1,281	79	0	1,360	1.9
Merging	315	58	0	373	0.5
Reversing	2,847	61	2	2,910	4.1
Overtaking, Passing on Left or Right	297	75	3	375	0.5
Slowing or Stopping on the Roadway (decelerating)	3,291	548	6	3,845	5.5
Stopped in Traffic (incl. mechanical breakdown)	3,547	802	1	4,350	6.2
Starting in Traffic (accelerating)	487	89	5	581	0.8
Starting from Parked Position, Leaving Roadside	264	13	0	277	0.4
Entering Parked Position, Stopping On Roadside	264	11	0	275	0.4
Parked Legally	5,734	128	1	5,863	8.3
Parked Illegally	92	12	0	104	0.1
Other	304	32	2	338	0.5
Not Stated	2,734	459	8	3,201	4.6
Total	61,290	8,822	195	70,307	100.0

Vehicle Factors – SECTION 6

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled		Total	% Spilled	% of Total
	Yes	No			
Class 1 Explosives	1	4	5	20.0	15.2
Class 2 Compressed Gases	1	8	9	11.1	27.3
Class 3 Flammable Liquids	7	3	10	70.0	30.3
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers & Organic Substances	0	0	0	0.0	0.0
Class 6 Poisonous & Infectious Substances	1	1	2	50.0	6.1
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	0	0	0	0.0	0.0
Class 9 Miscellaneous Substances	5	2	7	71.4	21.2
Total	15	18	33	45.5	100.0
% of Total	45.5	54.5	100.0		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions				Number Injured	Number Killed
		Property Damage Only	Personal Injury	Fatal	Total		
1995	1,398	1,014	304	21	1,339	473	27
1996	1,510	1,133	296	28	1,457	442	36
1997	1,530	1,111	330	24	1,465	452	37
1998	1,354	1,037	246	25	1,308	344	31
1999	1,298	958	267	22	1,247	388	32
2000	1,461	1,057	309	36	1,402	484	39
2001	1,448	1,073	286	31	1,390	402	33
2002	1,903	1,552	283	21	1,856	379	26
2003	2,603	2,215	281	26	2,522	401	28
2004	2,605 *	2,214 *	281	20	2,515	416	28
2005	2,590	2,194	298	32	2,524	415	35
2006	2,483	2,075	300	30	2,405	425	35

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks			Articulated/Tractor-Trailer Trucks		
	Property Damage Only	Personal Injury	Fatal	Property Damage Only	Personal Injury	Fatal
1995	492	116	5	565	204	16
1996	501	105	4	674	202	24
1997	480	131	6	682	212	19
1998	405	93	8	666	165	17
1999	376	81	5	624	192	20
2000	385	100	5	717	219	35
2001	397	88	7	718	211	27
2002	701	96	3	888	195	20
2003	1,174 *	102	4	1,107 *	193	23
2004	1,073	95	4	1,204	211	18
2005	1,040	117	6	1,207	193	27
2006	984	101	5	1,155	211	27

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Vehicle Factors – SECTION 6

Motorcycle Collisions by Year

Table 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1990	91	165	4	260	183	6
1991	101	157	5	263	180	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	132	2	202	150	2
2001	95	122	3	220	137	3
2002	103	118	3	224	130	3
2003	131	168	2	301	182	4
2004	146	156	2	304	172	2
2005	173	144	4	321	156	4
2006	201	189	5	395	204	5

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2002	2003	2004	2005	2006
Passenger Cars - excludes special use	327,641	328,516	327,307	326,229	324,837
Sport Utility Vehicles	41,585	45,897	50,949	56,831	63,480
Light Private Trucks - <5,001 kgs class PV	96,064	98,544	101,855	125,403	149,083
Vans (light & heavy, commercial & private)	74,716	77,459	79,782	81,345	82,405
Commercial & Farm Straight Trucks	153,780	152,452	150,891	129,658	106,463
Truck Tractors (semi power units)	12,233	12,379	12,960	13,594	14,280
School Buses - bus use only class PS	3,079	3,064	3,045	3,000	2,968
Transit Buses - class PC	351	354	356	344	352
Inter-City, Tour & Private Buses	419	445	461	480	500
Motorcycles	4,802	5,338	5,957	6,844	7,811
Pedal Cycles	42	39	28	31	47
Motorhomes	5,702	5,578	5,339	5,243	5,103
Ambulance	241	246	247	250	250
Hearse	112	114	113	114	116
Police - all vehicles with police use	523	536	545	562	585
Taxis	694	696	693	681	689
Trailers (commercial, private & farm)	108,732	113,652	117,625	124,452	129,722
Snowmobiles	4,929	5,453	4,774	4,338	4,532
Other - no assigned vehicle type	14	235	27	31	39
Total Insured Years (including trailers)	835,661	850,996	862,953	879,429	895,266
Total Motor Vehicles	721,999	731,891	740,554	750,640	761,011

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

The Traffic Accident Information System (TAIS) captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints. Ninety-five per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 26 per cent of the time, compared to 5.4 per cent of those using restraints.

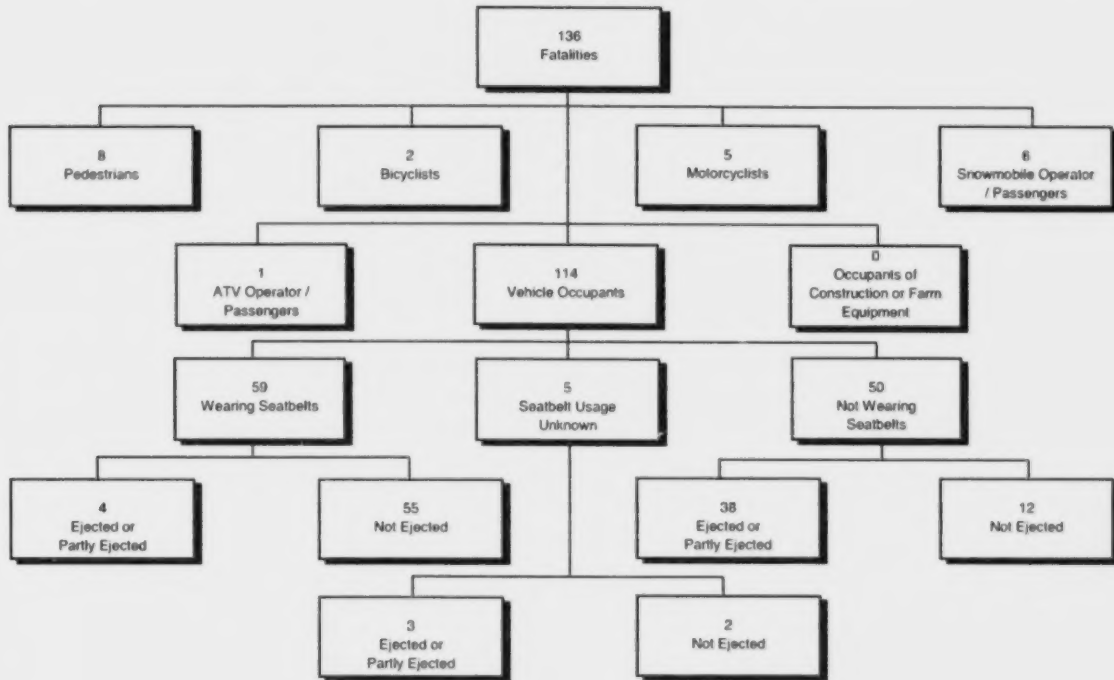
In September 2004, Transport Canada began conducting observational surveys of seatbelt use alternating annually between rural and urban communities across Canada. The survey method was changed because of evidence indicating a lower usage rate in rural areas. The new usage rates are a combination of these urban and rural observations. The survey results for 2006-2007 report a national average of 92.5 per cent and a rate of 93.5 per cent in Saskatchewan. The complete results of the Canadian survey can be referenced in table 12.2 on page 115.

Victims and Safety Restraints – SECTION 7

Fatalities Classification

(Jan. 1 to Dec. 31, 2006)

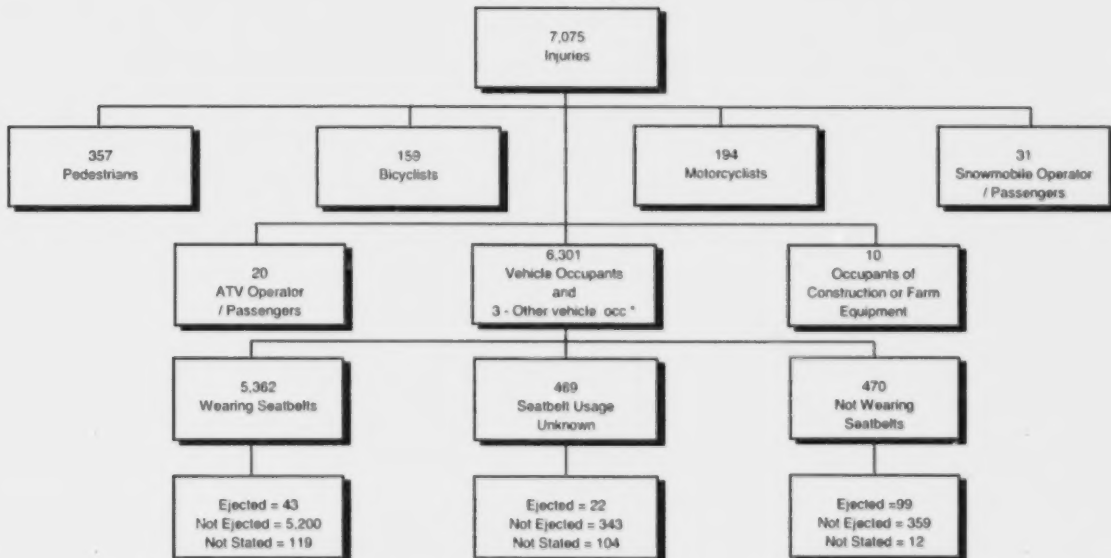
Figure 7.1



Injuries Classification

(Jan. 1 to Dec. 31, 2006)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims and Safety Restraints – SECTION 7

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	7	671	585	782	693	709	337	356	7	4,147	58.6
Motor Vehicle Passenger	60	283	496	274	274	213	180	113	155	106	2,154	30.4
Pedestrian	9	47	60	51	46	38	35	19	34	18	357	5.0
Bicyclist*	0	35	27	18	25	30	11	6	4	3	159	2.2
Motorcycle Driver/Passenger	0	3	23	59	24	32	31	18	4	0	194	2.7
Occ. of Farm or Const. Equip.	0	0	2	0	0	0	1	3	3	1	10	0.1
Snowmobile Driver*	0	5	8	9	5	2	2	0	0	0	31	0.4
ATV Operator*	1	6	3	0	6	3	0	1	0	0	20	0.3
Other Occupants	0	1	0	0	0	1	1	0	0	0	3	0.0
Total	70	387	1,290	996	1,162	1,012	970	497	556	135	7,075	100.0

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	8	16	9	15	11	9	10	0	78	57.4
Motor Vehicle Passenger	0	0	9	5	5	6	3	3	5	0	36	26.5
Pedestrian	0	1	0	1	2	2	1	0	1	0	8	5.9
Bicyclist*	0	0	1	0	0	0	0	0	1	0	2	1.5
Motorcycle Driver/Passenger	0	0	0	1	1	1	1	1	0	0	5	3.7
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Driver*	0	0	0	3	1	0	0	2	0	0	6	4.4
ATV Operator*	0	0	0	0	0	1	0	0	0	0	1	0.7
Other Occupants	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	1	18	26	18	25	16	15	17	0	136	100.0

Victims Injured or Killed by Road User Class and Gender

Table 7.3

Category	Victims Injured				Victims Killed			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,946	2,174	27	4,147	54	24	0	78
Motor Vehicle Passenger	841	1,297	16	2,154	20	16	0	36
Pedestrian	185	165	7	357	6	2	0	8
Bicyclist*	105	49	5	159	2	0	0	2
Motorcycle Driver/Passenger	160	29	5	194	4	1	0	5
Occ. of Farm or Const. Equip.	10	0	0	10	0	0	0	0
Snowmobiler*	22	9	0	31	5	1	0	6
ATV Operator*	13	7	0	20	1	0	0	1
Other Occupants	2	1	0	3	0	0	0	0
Total	3,284	3,731	60	7,075	92	44	0	136

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Victims and Safety Restraints – SECTION 7

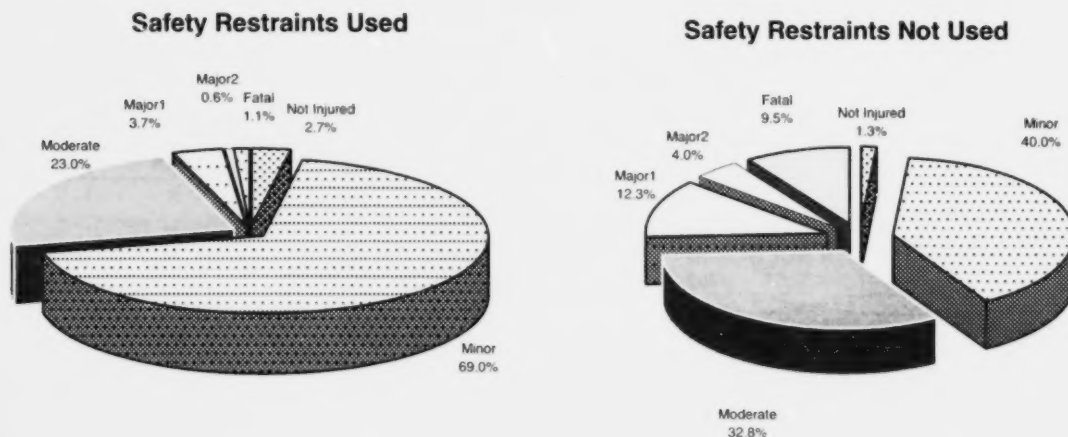
Vehicle Occupants by Injury Class and Safety Restraints Used

Table 7.4

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or Improperly used	Not Stated	Total	%
Not Injured	110	31	1	6	0	1	7	67,515	67,671	91.3
Minor	3,152	645	6	23	6	10	211	322	4,375	5.9
Moderate	992	286	1	1	1	1	173	112	1,567	2.1
Major 1	155	50	0	0	0	0	65	30	300	0.4
Major 2	24	9	0	0	0	0	21	5	59	0.1
Fatal	42	17	0	0	0	0	50	5	114	0.2
Total	4,475	1,038	8	30	7	12	527	67,989	74,086	100.0

Severity of Injury by Safety Restraint Use

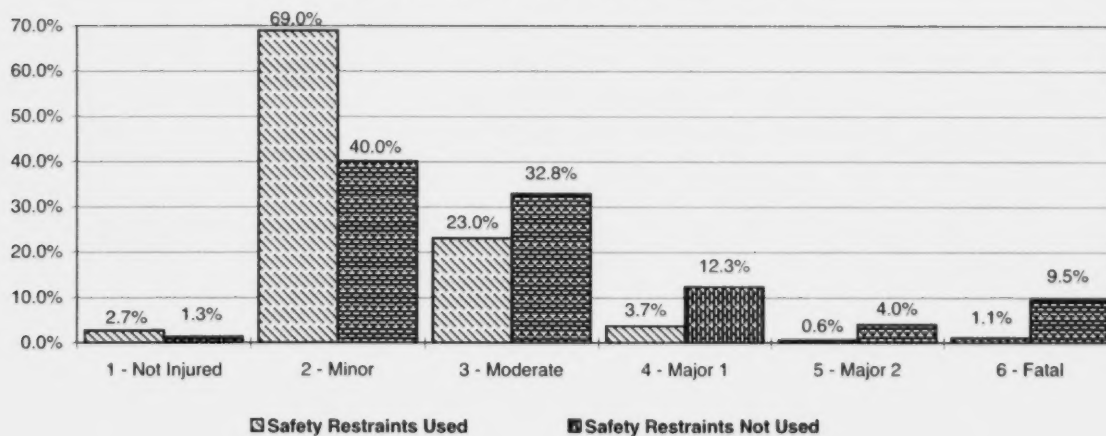
Figure 7.3



Note:

The totals used to calculate the percentage in figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Victims and Safety Restraints – SECTION 7

Vehicle Occupants by Injury Class & Age Group

Table 7.5

Restraints Used

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	7	6	10	11	50	56	2	3	4	149
Minor	49	41	88	148	1,246	1,981	95	77	117	3,842
Moderate	13	3	16	45	356	734	26	39	50	1,282
Major 1	3	0	0	7	71	94	7	10	13	205
Major 2	0	0	0	1	15	14	0	1	2	33
Fatal	0	0	0	0	15	31	1	1	11	59
Total	72	50	114	212	1,753	2,910	131	131	197	5,570

Restraints Not Used

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	0	0	1	0	4	2	0	0	0	7
Minor	5	5	13	20	99	64	0	0	5	211
Moderate	6	3	4	7	85	63	1	1	3	173
Major 1	1	5	1	2	24	31	1	0	0	65
Major 2	2	0	1	0	11	7	0	0	0	21
Fatal	0	0	0	0	25	24	0	0	1	50
Total	14	13	20	29	248	191	2	1	9	527

Restraint Use Not Stated

Injury Class	Not	Age Group								Total
	Stated	1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76+	
Not Injured	262	2	3	16	1,366	2,275	98	112	127	4,261
Minor	29	2	11	17	107	143	2	6	5	322
Moderate	5	1	1	3	39	55	0	2	6	112
Major 1	1	0	0	1	14	14	0	0	0	30
Major 2	0	0	0	0	2	2	0	1	0	5
Fatal	0	0	0	0	0	4	0	0	1	5
Total	297	5	15	37	1,528	2,493	100	121	139	4,735

Injury Classification

Table 7.6

- 1 Not Injured no visible signs or any complaint of injury
- 2 Minor minor complaint of injury by victim, but no apparent incapacitation
- 3 Moderate an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
- 4 Major 1 an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
- 5 Major 2 an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
- 6 Fatal death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

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Fatal Collisions

Table 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 124 fatal collisions that occurred during 2006.

Deaths of unbelted occupants

- Fifty unbelted vehicle occupants were killed in 2006. This represents 48 per cent of all vehicle occupant deaths.

Age and gender of those not using seatbelts

Age of victim	Male	Female
Under 16	0	0
16-24	17	6
25-54	19	4
55 and older	3	1

Deaths of belted occupants

- Fifty-nine belted vehicle occupants were killed in 2006. This represents 52 per cent of occupants.

Age and gender of those using seatbelts

Age of victim	Male	Female
Under 16	0	0
16-24	8	7
25-54	11	11
55 and older	14	8

Deaths where seatbelt use was not known

Age and gender of those where seatbelt use was not known

Age of victim	Male	Female
Under 16	0	0
16-24	0	0
25-54	1	3
55 and older	1	0

2006 FATAL SUMMARY

Table 8.1

SUMMARY: For the year ending Dec. 31, 2006, there were 136 traffic fatalities in Saskatchewan. These 136 fatalities consisted of 78 drivers and 36 passengers, eight pedestrians, two bicyclists, five motorcyclists, six operators of a snowmobile and one ATV operator.

1. Pedestrian Summary:

- Eight pedestrian deaths
- Three on urban streets
- Three on provincial highways
- One on a rural municipal road and one on a First Nation road
- In three of the cases, the pedestrian had been drinking, and in all cases the pedestrian action was listed as a contributing factor in the incident.

2. Bicyclist Summary:

- There was two bicycle deaths in 2006 – one on a street and one on a provincial highway.

3. Motorcyclist Summary:

- Five motorcyclists were killed in 2006. One on an urban street and four on provincial highways.
- Two of the crashes were attributed to the action of the other driver while three were the fault of the cyclist.

4. All Terrian Vehicle Summary:

- One ATV operator was killed while operating the vehicle in the ditch of a rural municipal road.

5. Vehicle Occupant Summary:

- In 2006, there were 114 vehicle occupant deaths. Fifty-nine were using safety restraints and 50 were not. Seatbelt usage for the remaining five was not known.

Seatbelt Used: 59 deaths

- ☐ Six were in the vehicle of a drinking driver
- ☐ Eighteen were single vehicle crashes, 11 of which were rollovers
- ☐ Type of vehicle the occupant was in:
 - 44 passenger cars
 - 9 pickup trucks
 - 4 vans or SUV's
 - Two semi tractor units or large trucks

Seatbelt Not or Improperly Worn: 50 deaths

- ☐ Twenty were in the vehicle of a drinking driver
- ☐ Thirty-three victims were in single vehicle crashes; 29 of them were rollovers
- ☐ Type of vehicle the occupant was in:
 - 16 passenger cars
 - 18 pickup trucks
 - 12 vans or SUV's
 - 4 large trucks

Fatal Collisions – SECTION 8

Seatbelt Use Not Known or Not Stated: five deaths

- ☐ One was in the vehicle of a drinking driver
- ☐ Four were single vehicle crashes, three involved rollover
- ☐ Type of vehicle the occupant was in:
 - Two were occupants of cars
 - Three were occupants of pickup trucks, vans or SUV's

6. 2006 Traffic Deaths by Day of Week:

<input type="checkbox"/> Sunday	20
<input type="checkbox"/> Monday	17
<input type="checkbox"/> Tuesday	15
<input type="checkbox"/> Wednesday	14
<input type="checkbox"/> Thursday	17
<input type="checkbox"/> Friday	25
<input type="checkbox"/> Saturday	28

7. 2006 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	7	Noon to 0:59 p.m.	2
1 a.m. to 1:59 a.m.	8	1 p.m. to 1:59 p.m.	4
2 a.m. to 2:59 a.m.	5	2 p.m. to 2:59 p.m.	7
3 a.m. to 3:59 a.m.	1	3 p.m. to 3:59 p.m.	12
4 a.m. to 4:59 a.m.	4	4 p.m. to 4:59 p.m.	6
5 a.m. to 5:59 a.m.	1	5 p.m. to 5:59 p.m.	7
6 a.m. to 6:59 a.m.	6	6 p.m. to 6:59 p.m.	8
7 a.m. to 7:59 a.m.	5	7 p.m. to 7:59 p.m.	9
8 a.m. to 8:59 a.m.	4	8 p.m. to 8:59 p.m.	6
9 a.m. to 9:59 a.m.	5	9 p.m. to 9:59 p.m.	7
10 a.m. to 10:59 a.m.	2	10 p.m. to 10:59 p.m.	4
11 a.m. to 11:59 a.m.	4	11 p.m. to 11:59 p.m.	7
		Not Stated	2

8. 2006 Traffic Deaths by Type of Roadway:

<input type="checkbox"/> Provincial Highways	86
<input type="checkbox"/> Rural Roads	26
<input type="checkbox"/> Urban Streets	16
<input type="checkbox"/> Other Roads	8

Fatal Collisions – SECTION 8

2006 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt use of Deceased	Collision Description
1	Rural/Urban Hwy	1	0	No	Ped	A pedestrian was laying on roadway and was struck by a pickup.
2	Grid Road	1	7	Yes	No	The driver of a pickup was in middle of road going over the crest of a steep hill. The pickup met a car at the top of the hill and hit head on.
3	Grid Road	1	0	Yes	No	The driver of a car was travelling on a grid. The vehicle crossed the lane entering the opposite ditch, hit an approach and rolled. The driver had been drinking.
4	Rural/Urban Hwy	1	1	No	No	A pickup and a car were travelling towards each other. The pickup lost control and crossed the center line into the path of the car.
5	Rural/Urban Hwy	1	0	No	No	A van crested a hill on a snow packed curve. The driver lost control and the vehicle rolled. The driver was ejected and crushed by the van.
6	Other Road	1	0	Yes	No	The driver of a pickup was struck head on by an intoxicated snowmobile operator. The snowmobile did not have headlights on.
7	Street	2	0	No	Yes	A car failed to yield to traffic and pulled out in front of a semi.
8	Grid Road	1	0	Yes	Helmet Worn	The operator of a snowmobile took a curve too fast, ran off the road and struck a tree. Alcohol was involved in the collision.

January summary: Nine people were killed in eight different collisions. Four involved alcohol.

9	Rural/Urban Hwy	1	0	No	Yes	A car and semi were driving towards each other. The car lost control at the intersection with a grid road and entered the opposing lane and was struck by the semi.
10	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup drove through a railway crossing while the equipment was activated and was struck by a train.
11	Rural/Urban Hwy	1	0	Yes	Yes	The driver of a pickup lost control of his vehicle, slid into the centre median and rolled.
12	Rural/Urban Hwy	1	4	Yes	No	The impaired driver of a car lost control, entered the ditch and rolled.
13	Grid Road	1	0	No	No	Driver of a pickup failed to negotiate a sharp curve and skidded into the ditch. He struck a culvert and the vehicle rolled.
14	Rural/Urban Hwy	1	0	No	No	A car and a semi were travelling towards each other. The car crossed the center line and collided head on with the semi.
15	Grid Road	1	2	Yes	No	The driver of a pickup ran off the road and overturned vehicle.
16	Rural/Urban Hwy	1	2	No	Yes	The driver of a car stopped at a stop sign and then proceeded and was struck by a pickup.

February summary: Eight people were killed in eight different collisions. Three involved alcohol.

17	Grid Road	1	1	No	No	The driver of a grain truck attempted to cross the grid road and struck a car.
18	Rural/Urban Hwy	1	2	No	Yes	Driver of a car lost control, went into the ditch and struck a sign. Weather conditions were a factor in the collision.
19	Rural/Urban Hwy	2	0	No	Yes	The driver of a pickup lost control of the vehicle and slid head on into a semi.
20	Rural/Urban Hwy	1	0	No	Yes	The driver of a car was not paying attention and drove into the path of an oncoming car.
21	Rural/Urban Hwy	1	0	No	Yes	The driver of a car came upon a highway truck pulling another vehicle out. The car slowed down and was pushed into the truck after being rear ended by another truck.
22	Rural/Urban Hwy	1	1	No	No	The driver of a pickup was travelling in the opposite lane and struck a semi head on.
23	Rural/Urban Hwy	2	0	No	Yes	The driver of a car attempted to turn left and was struck by an oncoming semi.

Fatal Collisions – SECTION 8

2006 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt use of Deceased	Collision Description
24	First Nation Land	1	2	Yes	No	Two cars met at the crest of the hill. Both vehicles only had one headlight when head on collision occurred.

March summary: Ten people were killed in eight different collisions. One involved alcohol.

25	Rural/Urban Hwy	1	0	No	No	The driver of a semi caught the edge of the road and overturned in the ditch.
26	First Nation Land	1	3	Yes	No	Driver of pickup lost control on a gravel road, entered the ditch and rolled vehicle.
27	Rural/Urban Hwy	1	5	Yes	No	The driver of a truck collided head on with a car.
28	First Nation Land	1	0	No	No	The driver of a van swerved the vehicle when one of the passengers riding on bumper fell off.
29	Rural/Urban Hwy	1	0	No	No	The driver of a semi ran off roadway and rolled into the ditch as a result of hitting a deer.
30	Rural/Urban Hwy	1	0	Yes	Unknown	The driver of a car went off roadway, hit rocks and trees before submerging in lake.
31	Rural/Urban Hwy	1	3	No	No	The driver of a car lost control on gravel, causing vehicle to skid and roll.
32	Rural/Urban Hwy	1	2	Yes	No	The driver of a van lost control of vehicle, ran off roadway, and rolled.
33	Grid Road	1	2	No	Yes	The driver of a car hit a ridge on gravel road, lost control and rolled vehicle.
34	Rural/Urban Hwy	1	2	No	Helmet Worn	A bicyclist attempted to make a u-turn on a highway and was struck by a car.

April summary: Eleven people were killed in 10 different collisions. Four involved alcohol.

35	Street	1	0	No	Yes	The driver of a car proceeded from stop sign before safe to do so, and was struck by an SUV.
36	Rural/Urban Hwy	1	2	Yes	Yes	The driver of a truck crossed the centre line and collided head on with a car.
37	Street	2	3	Yes	Yes	The driver of a car didn't make a curve and ran off the road hitting a mailbox and then a building.
38	Rural/Urban Hwy	1	1	No	Helmet Worn	The driver of a truck proceeded from stop sign before safe to do so. Collided with a motorcycle.
39	Grid Road	1	0	No	Helmet not Worn	Operator of an ATV was driving in the ditch, jumped an approach causing the vehicle to roll end over end. The operator was not wearing a helmet.
40	First Nation Land	1	1	Yes	No	The driver of a pickup lost control of vehicle and rolled. Both victims were not wearing seatbelts.
41	Rural/Urban Hwy	1	1	No	No	The driver of an SUV was distracted for a moment, lost control of the vehicle, went into the ditch and rolled several times.
42	Grid Road	1	0	No	No	The driver of a farm truck struck a train at a railway level crossing.
43	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a pickup was travelling at a high rate of speed, lost control and rolled the vehicle.
44	Rural/Urban Hwy	1	1	Yes	Yes	The driver of a car lost control of the vehicle due to alcohol and speed and rolled several times before coming to rest in the ditch.
45	Rural/Urban Hwy	1	1	No	No	The driver of a truck attempted to cross the highway and collided into the side of a car.
46	Rural/Urban Hwy	1	1	No	No	The driver of a car may have fallen asleep when vehicle entered the ditch, hit an approach and rolled several times.
47	Rural/Urban Hwy	1	0	No	No	The driver of a truck lost control of vehicle, entered the ditch and rolled.

Fatal Collisions – SECTION 8

2006 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt use of Deceased	Collision Description
48	Rural/Urban Hwy	1	2	Yes	Yes	The impaired driver of a car crossed the centreline and collided head on with a semi.
49	Rural/Urban Hwy	1	2	Yes	Unknown	The driver of a car lost control on a curve, entered the ditch and rolled.

May summary: Sixteen people were killed in 15 different collisions. Seven involved alcohol.

50	Rural/Urban Hwy	1	1	No	Yes	The driver of an SUV hit a washboard surface on the road, entered the ditch and rolled.
51	Rural/Urban Hwy	1	1	No	Yes	The driver of a car crossed the centreline and collided head on with a truck.
52	Rural/Urban Hwy	1	0	No	No	The driver of a truck entered the ditch and rolled.
53	Rural/Urban Hwy	1	1	No	No	The driver of a truck pulled onto the highway to make a left turn and was broadsided by a semi.
54	Rural/Urban Hwy	1	3	No	Yes	The driver of a truck proceeded from yield sign before safe to do so, and collided with a car.
55	Rural/Urban Hwy	2	0	No	No	The driver of a pickup failed to yield to a semi and was struck.

June summary: Eight people were killed in seven different collisions. Zero involved alcohol.

56	Grid Road	1	0	No	Unknown	The driver of a semi slowed down for deer and was rear-ended by a van. The van caught fire after the impact.
57	Street	1	0	No	Ped	The driver of a car struck a pedestrian that ran out in front of the vehicle.
58	Street	1	1	Yes	No	The driver of a van was travelling at a high rate of speed when it struck a second van at a right angle.
59	Rural/Urban Hwy	1	2	Yes	No	The driver of a car fell asleep, entered the ditch and rolled vehicle.
60	Rural/Urban Hwy	1	1	Yes	Yes	The driver of a car collided head on with another car.
61	Rural/Urban Hwy	1	2	No	Yes	The driver of a car failed to stop at stop sign and was struck by a truck at a right angle.
62	Rural/Urban Hwy	1	1	Yes	No	The driver of a truck attempted to pass a vehicle and collided with another truck head on.
63	Rural/Urban Hwy	2	5	No	Yes	The driver of a car crossed over the centre line and collided head on with a van.
64	Street	1	0	No	Helmet not Worn	The driver of a semi was reversing with the emergency four-way stoppers activated. A bicyclist came riding up from behind and was struck by the semi.
65	Rural/Urban Hwy	1	1	No	Yes	The driver of an SUV lost control of the vehicle, entered the ditch and rolled.
66	Rural/Urban Hwy	1	1	No	Yes	The driver of a car failed to stop at a stop sign and struck another car at a right angle.
67	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of an SUV ran off the road and rolled.

July summary: Thirteen people were killed in 12 different collisions. Five involved alcohol.

68	Rural/Urban Hwy	1	3	No	Yes	The driver of the first car attempted to cross a highway and struck another car at a right angle.
69	Grid Road	2	0	No	Yes	The driver of an SUV lost control on gravel, broke through the side of a bridge and landed upside down in 3 to 4 feet of water.
70	Rural/Urban Hwy	1	0	No	No	The passenger in front seat of a truck jumped out of vehicle at highway speed, and landed on the highway.
71	Grid Road	1	0	No	Ped	A pedestrian in a motorized scooter was struck by a car while travelling down the middle of a grid road.
72	Rural/Urban Hwy	1	0	Yes	No	The driver of a truck passed several semis at a high rate of speed. The driver pulled off to the side of the road and made a left turn as a semi was passing on the left.

Fatal Collisions – SECTION 8

2006 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt use of Deceased	Collision Description
73	Rural/Urban Hwy	1	0	No	Yes	The driver of a car crossed the centreline and struck a semi trailer unit head on.
74	Rural/Urban Hwy	1	4	No	Helmet Worn	A motorcyclist crossed the centre line and struck a van head on.
75	Rural/Urban Hwy	1	2	Yes	Yes	The driver of a car was travelling at a high rate of speed. Driver lost control of the vehicle, struck a culvert cover and skidded sideways into a tree.
76	Rural/Urban Hwy	3	0	No	No	The driver of a van lost control of vehicle, entered the ditch and rolled.
77	Rural/Urban Hwy	1	3	Yes	Yes	The driver of a truck failed to stop at a stop sign and drove into the path of a car.
78	Rural/Urban Hwy	1	0	No	Helmet Worn	The driver of a pickup attempted to cross a highway and struck a motorcycle at a right angle.

August summary: Fourteen people were killed in 11 different collisions. Three involved alcohol.

79	Rural/Urban Hwy	1	0	Yes	Ped	The driver of a car tried to avoid an intoxicated pedestrian that was laying on roadway. The driver swerved but hit the pedestrian with the passenger side wheels.
80	Grid Road	1	3	Yes	No	The driver of a semi was slowing down to turn into a farmyard and was rear-ended by an SUV.
81	Other Road	1	0	No	No	The driver of a motorcycle lost control and slid under a car.
82	Grid Road	1	0	No	No	The driver of a truck lost control of the vehicle, skidded backwards and rolled into ditch.
83	Rural/Urban Hwy	1	0	Yes	Ped	A pedestrian was struck by a car while lying on the roadway.
84	Grid Road	1	0	No	No	The driver of a semi struck a train at a railway crossing with no automatic controls. The semi was thrown into the ditch and exploded.
85	Rural/Urban Hwy	1	0	Yes	Helmet Worn	The driver of a semi was slowing down to turn off when a motorcyclist ran into the rear trailer.
86	Street	1	1	Yes	No	The driver of a car veered into the path of a truck.
87	Grid Road	1	0	No	Yes	The driver of a gravel truck enters the shoulder of the road, tries to get back on the road but the load of gravel shifted and the truck rolled. The cab was crushed killing the driver.
88	Rural/Urban Hwy	1	0	No	Yes	The driver of a car struck a moose on roadway.
89	Rural/Urban Hwy	1	0	Yes	Yes	The driver of a car pulled out of intersection, directly into the path of a semi.
90	Grid Road	1	0	No	No	The driver of an SUV lost control of the vehicle, entered ditch and rolled.

September summary: Twelve people were killed in 12 different collisions. Six involved alcohol.

91	Rural/Urban Hwy	1	0	No	No	The driver of a car lost control and rolled into the ditch.
92	Street	1	0	No	Unknown	The driver of a van lost control, entered into the ditch and rolled.
93	Rural/Urban Hwy	1	1	No	No	The driver of a truck lost control and entered the ditch.
94	Street	1	0	No	Ped	The pedestrian and driver of a van were in a physical and verbal confrontation. The pedestrian was at the van window when the driver backed up, knocking down and then running over pedestrian.
95	Rural/Urban Hwy	1	0	No	Yes	The driver of a car went into the oncoming lane and was struck head on by a semi.
96	Rural/Urban Hwy	1	2	Yes	No	The driver of a truck left the roadway, entered the ditch and rolled.
97	Rural/Urban Hwy	1	0	No	Yes	The driver of a truck lost control on black ice, entered the ditch and rolled.

Fatal Collisions – SECTION 8

2006 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt use of Deceased	Collision Description
98	Rural/Urban Hwy	1	0	No	Yes	The driver of a car pulled out to pass another vehicle. The roads were icy and driver lost control of vehicle, entered the ditch and rolled.
99	Grid Road	1	0	Yes	No	The driver of a pickup lost control, entered into the ditch and rolled.
100	Rural/Urban Hwy	1	3	Yes	Yes	The driver of a car was stopped on highway and was struck by another car at a high rate of speed.
101	Rural/Urban Hwy	1	1	No	Yes	The driver of a car lost control, entered into ditch and overturned.
102	Street	1	0	No	Yes	The driver of a car failed to stop at stop sign and collided with a truck at intersection.

October summary: Twelve people were killed in 12 different collisions. Three involved alcohol.

103	Street	1	0	No	Ped	A child ran onto the roadway and was struck by a van.
104	Grid Road	1	0	No	Yes	The driver of a truck lost control, entered ditch and struck a power pole.
105	Grid Road	1	1	Yes	No	The driver of a truck was travelling at a high rate of speed, lost control of vehicle and rolled.
106	Grid Road	1	0	Yes	Helmet Worn	The driver of a snowmobile attempted to climb the ditch onto a grid road and rolled.
107	Rural/Urban Hwy	1	2	No	Yes	The driver of a truck failed to yield the right-of-way and was struck by a car.
108	Rural/Urban Hwy	1	0	No	No	The driver of a snowmobile operating in the highway ditch lost control and rolled.
109	Street	1	1	Yes	Yes	The driver of a truck rear-ended a stopped car causing the car to collide with a semi.
110	Rural/Urban Hwy	2	2	No	No	The driver of a car hit a moose, entered into the oncoming lane and was struck head on by a truck.
111	First Nation Land	1	0	Yes	Ped	An intoxicated pedestrian fell under the wheels of a passing semi while walking on travelled portion of roadway.
112	Rural/Urban Hwy	1	0	No	Yes	The driver of truck lost control due to icy road condition and rear-ended an unoccupied parked van. Another truck attempted to avoid collision, lost control and entered into ditch.

November summary: Eleven people were killed in 10 different collisions. Four involved alcohol.

113	Grid Road	1	2	No	Yes	The driver of a truck failed to yield the right of way at an uncontrolled intersection and was struck by a semi.
114	Grid Road	1	2	Yes	No	The driver of a car was travelling at a high speed when vehicle lost control, went into ditch and rolled.
115	Rural/Urban Hwy	1	1	Yes	Yes	The driver of a truck entered the oncoming lane. Another truck from opposite direction took evasive action by driving into the ditch. A car who followed the second truck was stuck head on by the first truck.
116	Rural/Urban Hwy	1	2	No	Yes	A semi followed a highway plow which was swirling snow. Semi attempted to pass the plow and collided head on with a pickup due to the weather and limited view.
117	Rural/Urban Hwy	1	0	No	Yes	The driver of a semi lost control due to icy road condition, entered the center median and rolled.
118	Rural/Urban Hwy	3	1	No	Yes	The driver of a car failed to stop at stop sign and was struck by a semi. The car was split into two parts, the rear half of the car was struck by a second semi.
119	Rural/Urban Hwy	1	2	No	Yes	The driver of a car lost control, crossed over into the oncoming lane, and was struck by a truck.
120	Rural/Urban Hwy	1	2	No	No	The driver of a car collided head on with another car heading in opposite direction.

Fatal Collisions – SECTION 8

2006 Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seatbelt use of Deceased	Collision Description
121	Rural/Urban Hwy	1	0	Yes	Helmet Worn	The driver of a snowmobile struck back slope of a ditch.
122	Grid Road	1	0	Yes	Helmet Worn	The driver of a snowmobile crashed into the road embankment when approaching a municipal road.
123	Grid Road	1	1	No	Yes	The driver of a car lost control on a bridge, hit railing, broke through, rolled and landed upsidedown on the ice.
124	Rural/Urban Hwy	1	0	Yes	No	The driver of a car travelling at a high rate of speed, lost control, entered into ditch and rolled.

December summary: Fourteen people were killed in 12 different collisions. Five involved alcohol.

Pedestrians

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Pedestrians

2006 Quick Facts on Pedestrian Collisions

- Eight pedestrians were killed and 357 were injured in 2006
- Pedestrian action was the contributing factor in all eight of the deaths
- In three of the fatal collisions the pedestrian had been drinking
- 15.7 per cent of the pedestrians injured or killed were under the age of 15
- 88 per cent of pedestrians were injured or killed in an urban area
- 39 per cent of the pedestrians were hit while trying to cross at an intersection, and 22 per cent were hit while crossing or running onto the roadway mid-block
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Saturday was the worst day for pedestrian collisions and August was the worst month

Pedestrians – SECTION 9

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group										Not Stated		
	0 - 4	5 - 14	15 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +					
Injured	9	47	60	51	46	38	35	19	34	18	357	97.8	
Killed	0	1	0	1	2	2	1	0	1	0	8	2.2	
Total	9	48	60	52	48	40	36	19	35	18	365		
%	2.5	13.2	16.4	14.2	13.2	11.0	9.9	5.2	9.6	4.9		100.0	

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

Action *	Age Group										Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +				
At Int Xing with ROW	0	13	13	8	10	19	9	8	14	8	102	27.9	
At Int Xing without ROW	1	4	4	1	3	1	4	1	3	2	24	6.6	
At Int Xing No Traffic Control	1	0	3	4	3	1	3	0	2	1	18	4.9	
Xing Road between Int	0	5	10	5	5	1	2	3	4	1	36	9.9	
Walking, Facing Traffic	0	0	0	0	1	3	0	0	0	0	4	1.1	
Walking with Traffic	0	0	8	3	1	1	3	0	0	1	17	4.7	
On Sidewalk or Median	0	2	4	5	1	2	3	1	3	1	22	6.0	
Walking on Roadway	0	1	5	6	5	3	2	1	2	1	26	7.1	
From Behind Vehicle	3	2	1	1	6	3	1	2	4	0	23	6.3	
Running into Road	2	18	7	7	2	1	3	2	1	2	45	12.3	
Getting on/off Other Vehicle	0	0	2	2	3	0	3	1	1	0	12	3.3	
Working on Vehicle	0	0	2	2	5	2	2	0	0	0	13	3.6	
Playing on Roadway	1	2	1	1	0	0	0	0	0	0	5	1.4	
Working on Roadway	0	0	0	0	0	1	0	0	0	0	1	0.3	
Lying on Roadway	0	0	0	2	1	1	0	0	0	0	4	1.1	
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0	
Skateboarding	0	0	0	2	0	0	0	0	0	0	2	0.5	
Wheelchair on Road	0	0	0	1	1	0	1	0	1	0	4	1.1	
Not Stated	1	1	0	2	1	1	0	0	0	1	7	1.9	
Total	9	48	60	52	48	40	36	19	35	18	365	100.0	

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

Road System	Injured	%	Killed	%	Total	%
Street/Lane	322	88.2	3	0.8	325	89.0
Rural/Urban Highways	16	4.4	3	0.8	19	5.2
Rural/Municipal & Grid Roads	4	1.1	1	0.3	5	1.4
Other Roads (First Nations Land)	15	4.1	1	0.3	16	4.4
Total	357	97.8	8	2.2	365	100.0

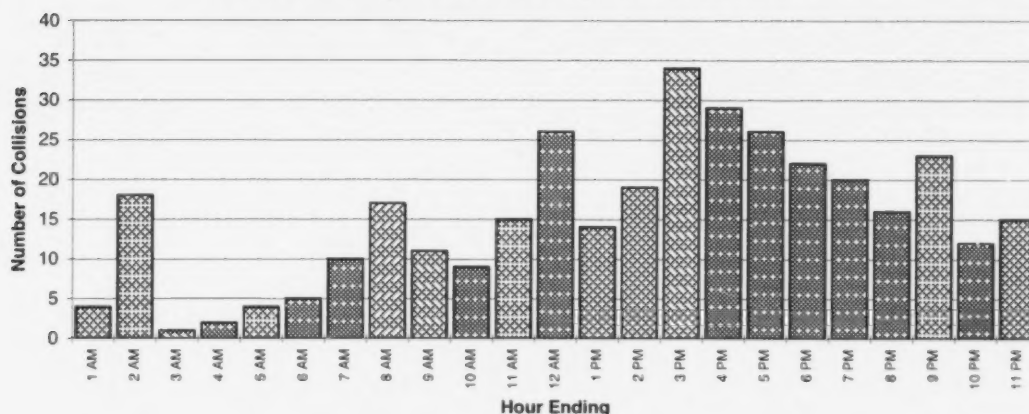
Pedestrians – SECTION 9

Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions	Hour of Collision	Collisions
Midnight to 0:59 a.m.	8	1 p.m. to 1:59 p.m.	14
1 a.m. to 1:59 a.m.	4	2 p.m. to 2:59 p.m.	19
2 a.m. to 2:59 a.m.	18	3 p.m. to 3:59 p.m.	34
3 a.m. to 3:59 a.m.	1	4 p.m. to 4:59 p.m.	29
4 a.m. to 4:59 a.m.	2	5 p.m. to 5:59 p.m.	26
5 a.m. to 5:59 a.m.	4	6 p.m. to 6:59 p.m.	22
6 a.m. to 6:59 a.m.	5	7 p.m. to 7:59 p.m.	20
7 a.m. to 7:59 a.m.	10	8 p.m. to 8:59 p.m.	16
8 a.m. to 8:59 a.m.	17	9 p.m. to 9:59 p.m.	23
9 a.m. to 9:59 a.m.	11	10 p.m. to 10:59 p.m.	12
10 a.m. to 10:59 a.m.	9	11 p.m. to 11:59 p.m.	15
11 a.m. to 11:59 a.m.	15	Not Stated	5
Noon to 0:59 p.m.	26	Total	365

Pedestrians Injured or Killed by Hour of Collision

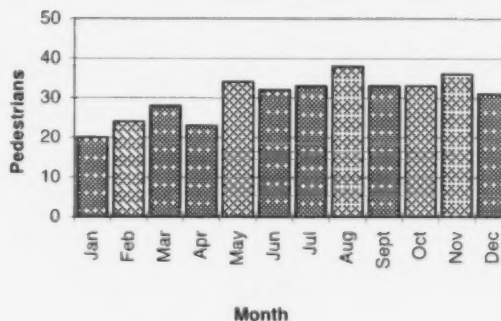


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	20
February	24
March	28
April	23
May	34
June	32
July	33
August	38
September	33
October	33
November	36
December	31
Total	365

Pedestrians Injured or Killed by Month



Alcohol

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Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI is continuously working on solutions to help resolve this important traffic safety issue. There are serious consequences for drinking and driving.

Driver's licence suspension periods apply if you are convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at \$600, with no maximum.

If you are at fault for a collision while driving impaired, you also have no insurance coverage for the damage to your vehicle or to others' vehicles or property.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

First-time drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

New drivers who consume any amount of alcohol and drive receive a 30-day suspension and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension and mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counsellor before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. A second 24-hour suspension is extended to a 15 day driver's licence suspension. The driver is also required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver had a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

Police now have a new tool for detecting impairment. The Standardized Field Sobriety Test (SFST) is a series of tests that detect if a driver is impaired by alcohol and/or drugs. Failing or refusing to take the SFST results in an immediate 24-hour driver's licence suspension.

Alcohol – SECTION 10

Number of Collisions and Victims Involving Alcohol by Year

Table 10.1

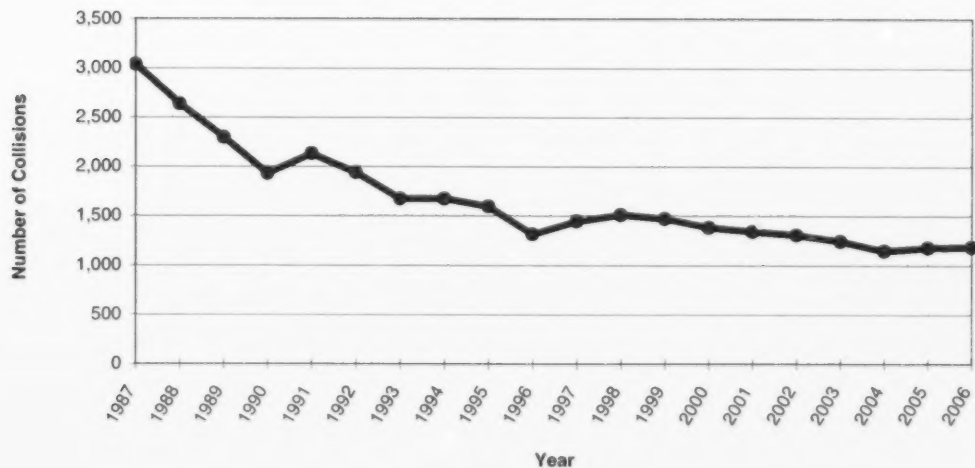
Year	Number of Collisions				Number of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,498	729	68	2,295	1,255	76	1,331
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	507	38	1,311	901	47	948
1997	829	565	47	1,441	1,062	58	1,120
1998	891	566	51	1,508	1,013	59	1,072
1999	850	555	64	1,469	993	86	1,079
2000	788	553	39	1,380	951	47	998
2001	805	466	68	1,339	835	79	914
2002	748	510	48	1,306	821	51	872
2003	704	477	58	1,239	807	63	870
2004	633	465	44	1,142	799	53	852
2005	723	410	42	1,175	670	46	716
2006	724	415	45	1,184	746	46	792

Minimum reporting limits for property damage only collisions were \$200 prior to 1984, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year

Figure 10.1



Alcohol – SECTION 10

Per cent of Collisions and Victims Involving Alcohol by Year

Table 10.2

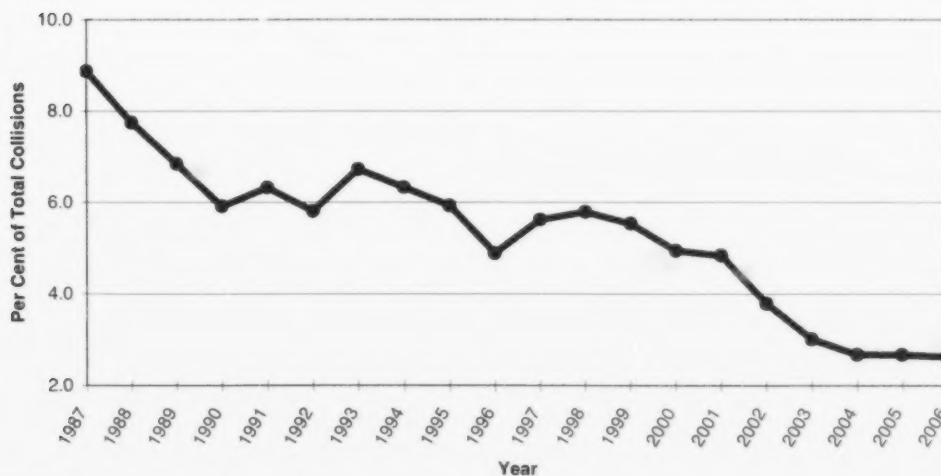
Year	Per cent of Collisions				Per cent of Victims		
	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1987	7.0	16.0	48.7	8.9	19.0	52.1	19.8
1988	6.1	14.7	39.4	7.7	17.3	40.5	17.8
1989	5.4	13.2	42.0	6.8	15.4	39.6	16.0
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	35.8	4.9	13.2	34.8	13.6
1997	4.1	11.0	36.2	5.6	13.9	35.4	14.4
1998	4.3	11.4	40.2	5.8	14.0	40.1	14.5
1999	4.1	10.1	42.7	5.5	12.4	45.5	13.1
2000	3.5	10.2	28.5	4.9	12.1	31.1	12.5
2001	3.6	9.5	48.6	4.8	12.0	47.3	12.8
2002	2.6	10.0	39.0	3.8	11.2	37.2	11.7
2003	2.0	8.7	42.6	3.0	10.5	42.6	11.1
2004	1.7	8.6	41.9	2.7	10.6	42.1	11.1
2005	1.9	7.9	32.6	2.7	9.4	31.3	9.9
2006	1.8	8.1	36.3	2.6	10.5	33.8	10.9

Minimum reporting limits for property damage only collisions were \$200 prior to 1984, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

Figure 10.2



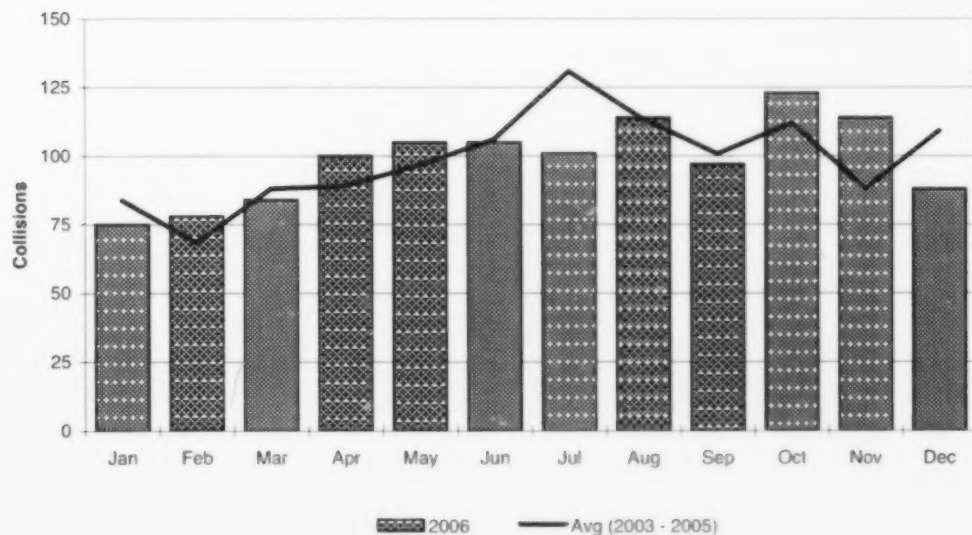
Alcohol-Involved Collisions by Month and Year

Table 10.3

Month	2001	2002	2003	2004	2005	Average 2003-2005	2006	% Change
January	76	112	76	90	85	83.7	75	-10.4
February	80	105	81	61	63	68.3	78	14.1
March	108	94	89	89	86	88.0	84	-4.5
April	112	87	94	94	79	89.0	100	12.4
May	116	116	101	100	89	96.7	105	8.6
June	120	139	118	104	96	106.0	105	-0.9
July	130	104	122	126	144	130.7	101	-22.7
August	118	124	121	92	127	113.3	114	0.6
September	119	113	112	100	90	100.7	97	-3.6
October	122	108	116	107	113	112.0	123	9.8
November	116	107	91	92	81	88.0	114	29.5
December	121	97	118	87	122	109.0	88	-19.3
Totals	1,338	1,306	1,239	1,142	1,175	1,185.3	1,184	-0.1

Alcohol-Involved Collisions by Month

Figure 10.3



Alcohol – SECTION 10

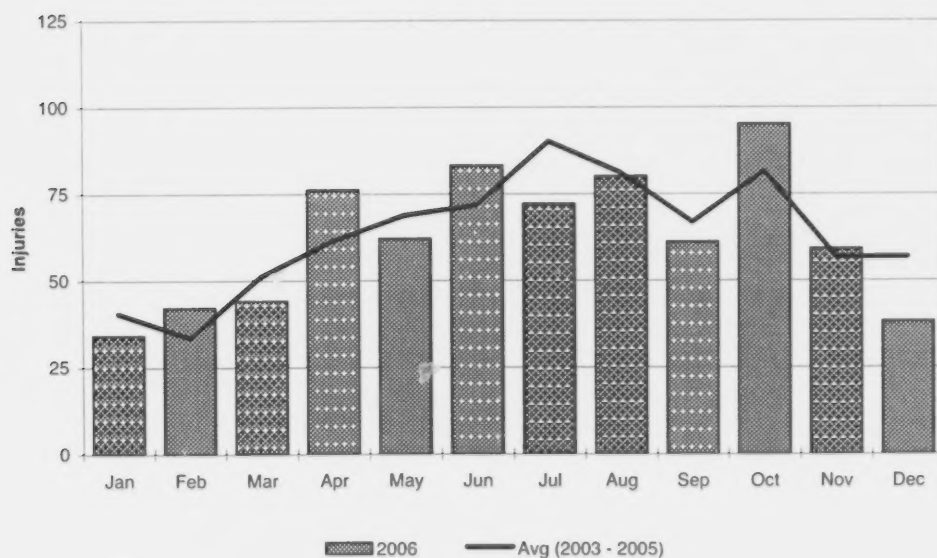
Injuries Due to Alcohol-Involved Collisions by Month and Year

Table 10.4

Month	2001	2002	2003	2004	2005	Average 2003-2005	2006	% Change
January	32	64	31	37	53	40.3	34	-15.7
February	53	47	40	38	22	33.3	42	26.0
March	45	67	51	52	50	51.0	44	-13.7
April	53	49	53	89	42	61.3	76	23.9
May	72	91	78	78	50	68.7	62	-9.7
June	72	101	99	78	38	71.7	83	15.8
July	108	79	77	92	101	90.0	72	-20.0
August	80	84	91	75	77	81.0	80	-1.2
September	83	71	87	65	48	66.7	61	-8.5
October	90	57	97	78	69	81.3	95	16.8
November	78	58	45	75	50	56.7	59	4.1
December	68	53	58	42	70	56.7	36	-32.9
Totals	834	821	807	799	670	758.7	746	-1.7

Injuries Due to Alcohol-Involved Collisions by Month

Figure 10.4



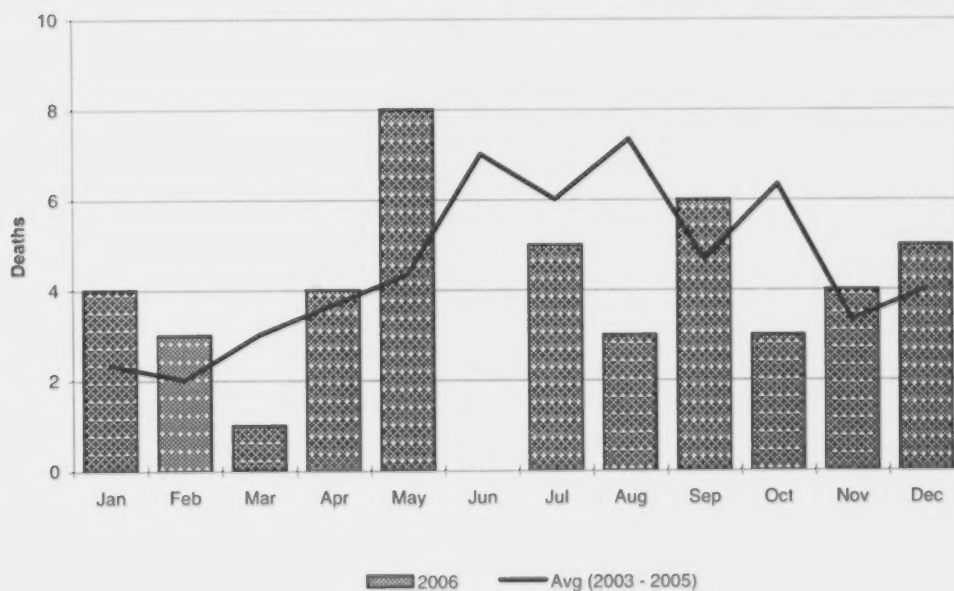
Deaths Due to Alcohol-Involved Collisions by Month and Year

Table 10.5

Month	2001	2002	2003	2004	2005	Average 2003-2005	2006	% Change
January	3	7	4	2	1	2.3	4	71.4
February	1	2	4	2	0	2.0	3	50.0
March	4	0	2	5	2	3.0	1	-66.7
April	7	5	2	6	3	3.7	4	9.1
May	5	4	3	2	8	4.3	8	84.6
June	9	5	12	3	6	7.0	0	-100.0
July	8	8	5	7	6	6.0	5	-16.7
August	14	1	10	7	5	7.3	3	-59.1
September	7	4	4	7	3	4.7	6	28.6
October	6	8	10	7	2	6.3	3	-52.6
November	11	4	3	4	3	3.3	4	20.0
December	4	3	4	1	7	4.0	5	25.0
Totals	79	51	63	53	46	54.0	46	-14.8

Deaths Due to Alcohol-Involved Collisions by Month

Figure 10.5



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

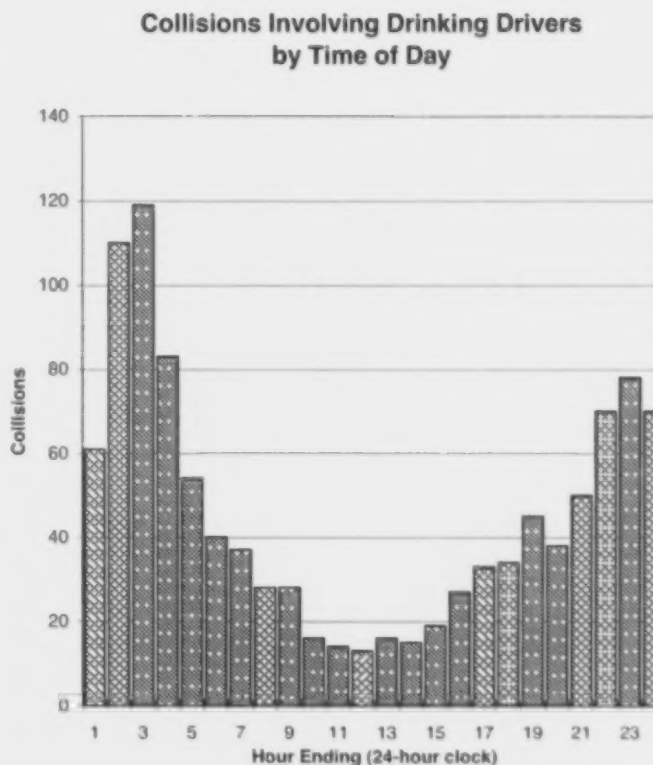
Day of the Week	Collisions
Sunday	235
Monday	62
Tuesday	89
Wednesday	110
Thursday	128
Friday	198
Saturday	319
TOTAL	1141



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	Collisions
Midnight to 0:59 a.m.	61
1 a.m. to 1:59 a.m.	110
2 a.m. to 2:59 a.m.	119
3 a.m. to 3:59 a.m.	83
4 a.m. to 4:59 a.m.	54
5 a.m. to 5:59 a.m.	40
6 a.m. to 6:59 a.m.	37
7 a.m. to 7:59 a.m.	28
8 a.m. to 8:59 a.m.	28
9 a.m. to 9:59 a.m.	16
10 a.m. to 10:59 a.m.	14
11 a.m. to 11:59 a.m.	13
Noon to 0:59 p.m.	16
1 p.m. to 1:59 p.m.	15
2 p.m. to 2:59 p.m.	19
3 p.m. to 3:59 p.m.	27
4 p.m. to 4:59 p.m.	33
5 p.m. to 5:59 p.m.	34
6 p.m. to 6:59 p.m.	45
7 p.m. to 7:59 p.m.	38
8 p.m. to 8:59 p.m.	50
9 p.m. to 9:59 p.m.	70
10 p.m. to 10:59 p.m.	78
11 p.m. to 11:59 p.m.	70
Time not stated	43
TOTAL	1141



Collisions Involving a Drinking Driver

Table 10.6

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,682	867	62	2,611	1,497	80	1,577
1989	1,432	722	68	2,282	1,243	76	1,319
1990	1,255	603	57	1,915	1,032	64	1,096
1991	1,340	684	71	2,095	1,191	82	1,273
1992	1,195	662	52	1,909	1,242	61	1,303
1993	954	631	52	1,637	1,103	63	1,166
1994	965	634	46	1,645	1,121	51	1,172
1995	974	541	53	1,568	971	58	1,029
1996	764	493	34	1,291	886	43	929
1997	827	553	44	1,424	1,050	55	1,105
1998	889	555	46	1,490	1,000	54	1,054
1999	847	530	61	1,438	968	83	1,051
2000	788	531	36	1,355	928	44	972
2001	804	449	63	1,316	817	74	891
2002	746	490	43	1,279	800	46	846
2003	702	451	53	1,206	776	58	834
2004	628	444	40	1,112	777	49	826
2005	721	389	35	1,145	649	39	688
2006	716	383	42	1,141	714	43	757

Collisions Involving Pedestrians or Cyclists That Had Been Drinking

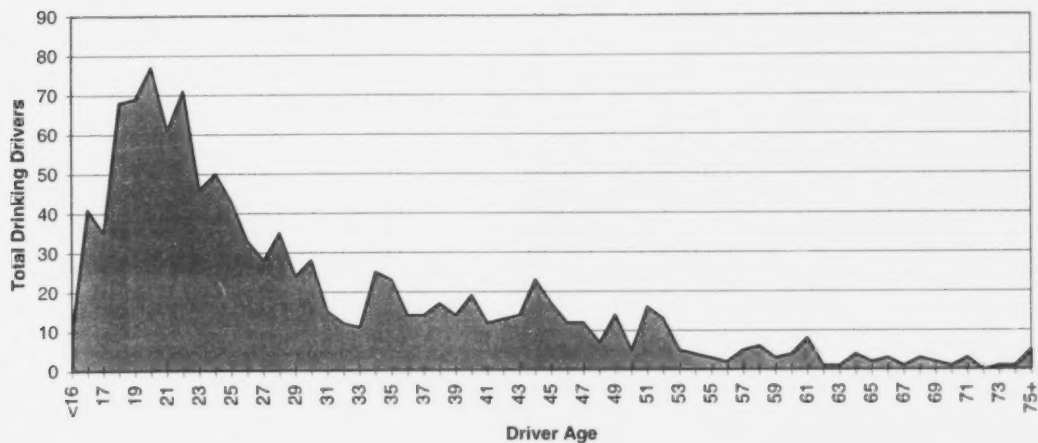
Table 10.7

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1987	0	0	0	0	0	0	0
1988	0	9	0	9	9	0	9
1989	1	5	0	6	5	0	5
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	16	5	23	17	5	22
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	29	6	37	34	6	40
2004	5	23	6	34	24	6	30
2005	2	23	8	33	23	8	31
2006	6	36	3	45	36	3	39

Pedestrian contributing factors were not recorded prior to 1991 and cyclist statistics are not available prior to 1988.

2006 Drinking Drivers by Driver Age

Figure 10.8



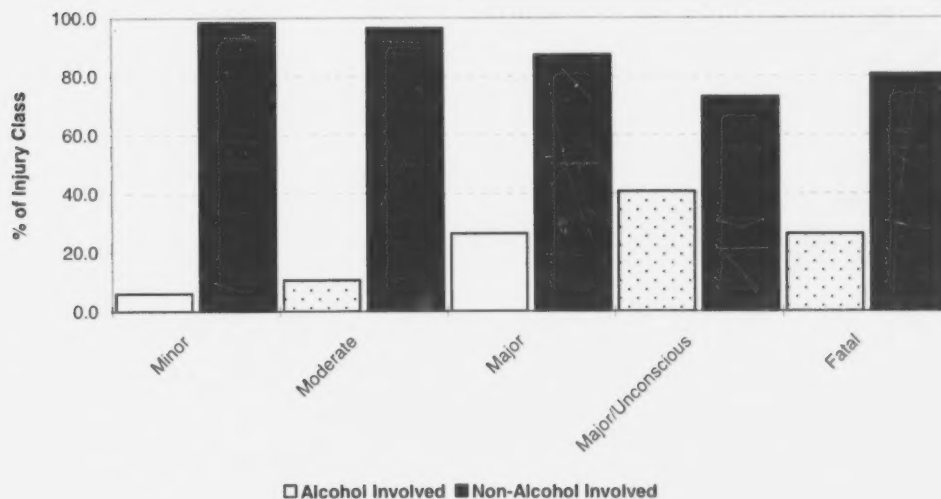
2006 Injury Classification of Vehicle Occupants by Alcohol Involvement

Table 10.8

Injury Classification	Occupants of a Drinking Driver		All Vehicle Occupants	% with Alcohol
	Yes	No		
Minor	267	4,305	4,375	6.1
Moderate	167	1,512	1,567	10.7
Major	79	262	300	26.3
Major/Unconscious	24	43	59	40.7
Fatal	30	92	114	26.3
Total	567	6,214	6,781	8.4

Injury Class by Alcohol Involvement

Figure 10.9



2006 Drinking Drivers by Gender and Severity of Collision

Table 10.9

Driver Gender					Collision Severity			
Age	Not		Stated	Total	PD*	Personal		Total
	Male	Female			Only	Injury	Fatal	
<16	6	4	0	10	6	4	0	10
16	26	15	0	41	26	15	0	41
17	24	10	1	35	24	10	1	35
18	40	25	3	68	40	25	3	68
19	45	22	2	69	45	22	2	69
20	40	34	3	77	40	34	3	77
21	43	15	3	61	43	15	3	61
22	32	35	4	71	32	35	4	71
23	31	12	3	46	31	12	3	46
24	29	18	3	50	29	18	3	50
25	27	16	0	43	27	16	0	43
26	23	10	0	33	23	10	0	33
27	21	7	0	28	21	7	0	28
28	22	12	1	35	22	12	1	35
29	17	7	0	24	17	7	0	24
30	14	13	1	28	14	13	1	28
31	13	2	0	15	13	2	0	15
32	7	4	1	12	7	4	1	12
33	7	3	1	11	7	3	1	11
34	17	7	1	25	17	7	1	25
35	12	8	3	23	12	8	3	23
36	7	6	1	14	7	6	1	14
37	10	3	1	14	10	3	1	14
38	11	6	0	17	11	6	0	17
39	4	9	1	14	4	9	1	14
40	11	7	1	19	11	7	1	19
41	8	3	1	12	8	3	1	12
42	6	6	1	13	6	6	1	13
43	9	4	1	14	9	4	1	14
44	17	5	1	23	17	5	1	23
45	10	7	0	17	10	7	0	17
46	9	2	1	12	9	2	1	12
47	10	2	0	12	10	2	0	12
48	3	4	0	7	3	4	0	7
49	6	7	1	14	6	7	1	14
50	3	2	0	5	3	2	0	5
51	12	4	0	16	12	4	0	16
52	8	5	0	13	8	5	0	13
53	4	1	0	5	4	1	0	5
54	3	1	0	4	3	1	0	4
55	2	0	1	3	2	0	1	3
56	2	0	0	2	2	0	0	2
57	3	2	0	5	3	2	0	5
58	3	3	0	6	3	3	0	6
59	3	0	0	3	3	0	0	3
60	3	1	0	4	3	1	0	4
61	4	3	1	8	4	3	1	8
62	0	1	0	1	0	1	0	1
63	0	1	0	1	0	1	0	1
64	4	0	0	4	4	0	0	4
65	1	1	0	2	1	1	0	2
66	2	1	0	3	2	1	0	3
67	1	0	0	1	1	0	0	1
68	3	0	0	3	3	0	0	3
69	1	1	0	2	1	1	0	2
70	1	0	0	1	1	0	0	1
71	2	1	0	3	2	1	0	3
72	0	0	0	0	0	0	0	0
73	1	0	0	1	1	0	0	1
74	1	0	0	1	1	0	0	1
75	0	0	0	0	0	0	0	0
76	2	0	0	2	2	0	0	2
77	3	0	0	3	3	0	0	3
78	0	0	0	0	0	0	0	0
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	0	0	0	0	0	0	0
82	0	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	33	11	3	47	33	11	3	47
Total	722	389	45	1,156	722	389	45	1,156

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated.

Alcohol – SECTION 10

Drinking Drivers in Collisions by Gender by Year

Table 10.10

Age	2004				2005				2006			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	9	1	0	10	1	5	0	6	6	4	0	10
16	22	14	0	36	21	10	0	31	26	15	0	41
17	31	8	0	39	29	7	0	36	24	10	1	35
18	49	13	0	62	56	17	0	73	40	25	3	68
19	57	18	0	75	62	19	0	81	45	22	2	69
20	56	15	0	71	58	11	0	69	40	34	3	77
21	49	9	0	58	62	17	0	79	43	15	3	61
22	46	6	0	52	36	11	0	47	32	35	4	71
23	37	9	0	46	41	6	0	47	31	12	3	46
24	35	4	0	39	36	9	1	46	29	18	3	50
25 - 34	168	58	0	226	194	63	1	258	168	81	5	254
35 - 44	160	40	0	200	134	45	0	179	95	57	11	163
45 - 54	80	17	0	97	76	19	1	96	68	35	2	105
55 - 64	31	7	0	38	35	5	0	40	24	11	2	37
65 - 74	14	1	0	15	16	1	0	17	13	4	0	17
75 >	12	1	0	13	6	1	0	7	5	0	0	5
NS *	6	1	37	44	6	0	39	45	33	11	3	47
Total	862	222	37	1,121	869	246	42	1,157	722	389	45	1,156

Drinking Drivers in Collisions by Collision Severity by Year

Table 10.11

Age	2004				2005				2006			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	5	5	0	10	3	3	0	6	6	4	0	10
16	16	19	1	36	16	13	2	31	26	15	0	41
17	24	14	1	39	20	16	0	36	24	10	1	35
18	39	23	0	62	47	25	1	73	40	25	3	68
19	44	30	1	75	53	25	3	81	45	22	2	69
20	42	27	2	71	42	25	2	69	40	34	3	77
21	36	18	4	58	50	27	2	79	43	15	3	61
22	31	20	1	52	31	15	1	47	32	35	4	71
23	29	16	1	46	25	22	0	47	31	12	3	46
24	22	14	3	39	32	13	1	46	29	18	3	50
25 - 34	112	107	7	226	161	86	11	258	168	81	5	254
35 - 44	105	85	10	200	117	56	7	180	95	57	11	163
45 - 54	53	41	3	97	58	36	2	96	68	35	2	105
55 - 64	20	16	2	38	21	16	3	40	24	11	2	37
65 - 74	11	2	2	15	11	6	0	17	13	4	0	17
75 >	6	5	2	13	4	3	0	7	5	0	0	5
NS *	36	8	0	44	34	9	1	44	33	11	3	47
Total	631	450	40	1,121	725	396	36	1,157	722	389	45	1,156

* NS is where the driver age is not stated.

Traffic Collision Statistics

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Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic (ADT) on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2006 Quick Facts:

- The collision rate for all provincial highways is 1.56 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
 - of 5,000 or more is 4.11
 - of 250 to 4,999 is 1.08
 - under 250 is 1.93
- Regina and Saskatoon combined account for 40.5 per cent of the province's population and 40.8 per cent of the collisions.
- Regina recorded 7,659 collisions, 1,588 injuries and seven deaths in 2006.
- Saskatoon recorded 10,881 collisions, 1,660 injuries and six deaths in 2006.
- Alcohol was a factor in 651 traffic collisions in Saskatchewan cities during 2006.
- The collision rates for all rural municipalities are 3.88 collisions per 100 people and 2.39 collisions per million vehicle kilometres.

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	89	0	0	89	0.00	0	0
1-01	Manitoba Border - Moosomin	19.9	3,862	28.08	12	3	0	15	0.53	6	0
1-02	Moosomin - Whitewood	47.2	3,711	63.90	30	7	0	37	0.58	12	0
1-03	Whitewood - Broadview	23.9	3,947	34.36	12	5	0	17	0.49	6	0
1-04	Broadview - Grenfell	25.0	3,898	35.51	10	3	0	13	0.37	5	0
1-05	Grenfell - Indian Head	57.2	4,153	86.72	20	10	1	31	0.36	15	1
1-06	Indian Head - Qu'Appelle	13.8	5,104	25.76	11	2	1	14	0.54	5	1
1-07	Qu'Appelle - Balgonie	30.2	6,025	66.48	28	10	0	38	0.57	14	0
1-08	Balgonie - Regina	18.4	13,716	92.32	44	27	0	71	0.77	40	0
1-10	Regina - Jct Hwy 39	56.6	8,672	179.03	104	16	0	120	0.67	28	0
1-11	Jct Hwy 39 - Moose Jaw	4.8	10,789	18.94	15	1	0	16	0.84	1	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	6,655	13.46	3	2	0	5	0.37	2	0
1-13	N Jct Hwy 2 - Mortlach	45.3	4,974	82.23	57	14	0	71	0.86	19	0
1-14	Mortlach - Chaplin	36.0	4,215	55.41	21	7	0	28	0.51	8	0
1-15	Chaplin - W Jct Hwy 19	25.6	3,816	35.62	16	5	0	21	0.59	6	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	4,165	49.62	31	4	0	35	0.71	4	0
1-17	Rush Lake - Swift Current	30.6	5,370	59.88	36	7	0	43	0.72	7	0
1-18	Swift Current - Jct Hwy 32	9.3	7,853	26.57	15	5	0	20	0.75	13	0
1-19	Jct Hwy 32 - Gull Lake	46.3	5,090	86.04	33	9	0	42	0.49	11	0
1-20	Gull Lake - Sidewood	34.3	4,636	57.95	32	7	0	39	0.67	11	0
1-21	Sidewood - Maple Creek	38.9	4,503	63.86	32	11	0	43	0.67	20	0
1-22	Maple Creek - Alberta Border	39.6	4,557	65.89	22	7	2	31	0.47	11	2
Subtotal - Hwy 1		640.9		1227.63	673	162	4	839	0.68	244	4
2-00	Hwy 2 Section Not Known	0.0	0	0.00	99	2	0	101	0.00	2	0
2-01	U.S. Border - Rockglen	49.3	142	2.56	5	0	0	5	1.95	0	0
2-02	Rockglen - Assiniboia	53.5	486	9.51	20	1	0	21	2.21	2	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,236	12.50	8	1	0	9	0.72	1	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	1,024	16.58	14	5	0	19	1.15	7	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,561	15.33	13	3	1	17	1.11	3	1
2-06	Moose Jaw S - Moose Jaw N	6.9	2,808	7.04	8	2	0	10	1.42	2	0
2-07	Moose Jaw N - Tuxford	17.9	2,880	18.79	15	2	0	17	0.90	2	0
2-08	Tuxford - Chamberlain	33.3	1,396	16.95	26	1	0	27	1.59	1	0
2-09	Findlater - Liberty	33.6	436	5.34	13	3	0	16	3.00	3	0
2-10	Liberty - Imperial	29.3	563	6.02	16	0	0	16	2.66	0	0
2-11	Imperial - Watrous	36.0	866	11.36	16	0	0	16	1.41	0	0
2-12	Watrous - Young	23.1	1,021	8.59	22	0	0	22	2.56	0	0
2-13	Young - Jct Hwy 16	22.0	876	7.02	16	2	0	18	2.56	2	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	494	3.59	7	0	0	7	1.95	0	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	751	5.92	9	1	0	10	1.69	1	0
2-16	Jct Hwy 27 - Wakaw	35.3	639	8.23	10	3	0	13	1.58	6	0
2-17	Wakaw - St. Louis	32.9	1,167	14.00	9	2	0	11	0.79	2	0
2-18	St. Louis - Prince Albert	26.3	1,607	15.40	18	6	0	24	1.56	6	0
2-19	Prince Albert S - Jct Hwy 55	4.4	7,108	11.39	4	1	0	5	0.44	1	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	4,406	59.80	53	9	0	62	1.04	15	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1,528	20.65	13	2	1	16	0.77	4	1
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	706	11.78	9	2	0	11	0.93	3	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	604	18.89	14	4	0	18	0.95	6	0
2-24	Jct Hwy 165 - La Ronge	32.4	1,449	17.13	9	3	0	12	0.70	5	0
Subtotal - Hwy 2		782.0		324.38	446	55	2	503	1.55	74	2
3-00	Hwy 3 Section Not Known	0.0	0	0.00	66	0	0	66	0.00	0	0
3-01	Manitoba Border - Erwood	35.4	151	1.95	5	1	0	6	3.08	1	0
3-02	Erwood - Hudson Bay	14.1	568	2.91	9	0	0	9	3.09	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-03	Hudson Bay - Prairie River	40.9	747	11.16	29	1	0	30	2.69	2	0
3-04	Prairie River - S Jct Hwy 23	53.3	578	11.25	25	0	1	26	2.31	2	2
3-05	S Jct Hwy 23 - Tisdale	21.4	1,563	12.21	10	0	0	10	0.82	0	0
3-06	Tisdale - Melfort	36.7	2,237	30.00	15	2	0	17	0.57	6	0
3-07	Melfort - Kinistino	29.1	1,757	18.68	2	2	1	5	0.27	8	2
3-08	Kinistino - Birch Hills	27.3	1,522	15.16	15	0	0	15	0.99	0	0
3-09	Birch Hills - Prince Albert	33.1	2,867	34.62	26	1	0	27	0.78	1	0
3-11	Prince Albert - Shellbrook	43.1	3,518	55.33	40	8	1	49	0.89	10	1
3-12	Shellbrook - Cameo	10.3	1,531	5.74	3	2	0	5	0.87	3	0
3-13	Cameo - Shell Lake	46.6	719	12.23	31	2	0	33	2.70	3	0
3-14	Shell Lake - Spiritwood	24.6	952	8.56	17	0	0	17	1.99	0	0
3-15	Spiritwood - Glaslyn	55.5	797	16.15	33	1	0	34	2.10	1	0
3-16	Glaslyn - Turtleford	45.3	673	11.12	31	1	0	32	2.88	1	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,257	13.77	22	2	0	24	1.74	2	0
3-18	N Sask. River - Alberta Border	26.4	1,403	13.52	11	3	1	15	1.11	5	1
Subtotal - Hwy 3		573.1		274.37	390	26	4	420	1.53	45	6
4-00	Hwy 4 Section Not Known	0.0	0	0.00	75	0	0	75	0.00	0	0
4-01	U.S. Border - Val Marie	31.3	120	1.37	6	0	0	6	4.38	0	0
4-02	Val Marie - Cadillac	54.7	225	4.49	9	1	0	10	2.23	1	0
4-03	Cadillac - Jct Hwy 43	26.3	642	6.15	7	1	0	8	1.30	1	0
4-04	Jct Hwy 43 - Swift Current	38.8	2,013	28.49	35	1	0	36	1.26	1	0
4-05	Swift Current - Sask. Landing	48.1	1,669	29.28	36	3	1	40	1.37	5	1
4-06	Sask. Landing - Sanctuary	41.7	1,190	18.11	21	0	0	21	1.16	0	0
4-07	Sanctuary - Elrose	23.5	988	8.49	14	0	1	15	1.77	2	1
4-08	Elrose - Rosetown	37.8	1,397	19.29	18	1	0	19	0.99	1	0
4-09	Rosetown - Jct Hwy 31	11.7	1,078	4.61	9	0	0	9	1.95	0	0
4-10	Jct Hwy 31 - Biggar	46.8	650	11.09	17	2	0	19	1.71	2	0
4-11	Biggar - Struan Gnd	34.3	450	5.64	11	3	1	15	2.66	4	1
4-12	Struan Gnd - Red Pheasant	20.9	418	3.19	12	1	0	13	4.08	2	0
4-13	Red Pheasant - Battleford	35.7	1,479	19.25	29	5	0	34	1.77	11	0
4-14	Battleford - Jct Hwy 26	21.0	5,668	43.53	19	4	0	23	0.53	4	0
4-15	Jct Hwy 26 - Cochin	17.3	2,495	15.71	15	3	0	18	1.15	6	0
4-16	Cochin - Glaslyn	29.6	1,412	15.23	31	0	0	31	2.03	0	0
4-17	Glaslyn - Meadow Lake	89.2	1,002	32.62	83	4	0	87	2.67	5	0
4-18	Meadow Lake - Jct Hwy 104	30.5	588	6.55	21	1	0	22	3.36	1	0
Subtotal - Hwy 4		638.9		273.08	468	30	3	501	1.83	46	3
5-00	Hwy 5 Section Not Known	0.0	0	0.00	60	0	0	60	0.00	0	0
5-01	Togo - Kamsack	33.4	364	4.44	10	2	0	12	2.70	2	0
5-02	Kamsack - Canora	37.0	978	13.22	7	2	0	9	0.68	2	0
5-03	Canora - Invermay	54.7	635	12.68	15	0	0	15	1.18	0	0
5-04	Invermay - Wadena	46.5	842	14.28	10	1	1	12	0.84	4	1
5-05	Wadena - Watson	53.6	935	18.30	22	3	0	25	1.37	4	0
5-06	Watson - Humboldt	41.2	1,938	29.17	31	7	0	38	1.30	9	0
5-07	Humboldt - N Jct Hwy 2	43.2	2,077	32.77	33	5	0	38	1.16	7	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	1,976	29.42	29	4	1	34	1.16	6	1
5-09	Patience Lake - Saskatoon	11.4	3,086	12.83	23	4	0	27	2.10	4	0
5-10	College Drive in Saskatoon	5.6	16,622	33.85	4	0	0	4	0.12	0	0
Subtotal - Hwy 5		367.5		200.96	244	28	2	274	1.36	38	2
6-00	Hwy 6 Section Not Known	0.0	0	0.00	52	0	0	52	0.00	0	0
6-01	U.S. Border - Jct Hwy 18	16.4	279	1.67	1	1	0	2	1.20	1	0
6-02	Jct Hwy 18 - Jct Hwy 3	55.5	484	9.79	10	2	0	12	1.23	2	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	635	10.04	8	1	0	9	0.90	1	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

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Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-04	S Jct Hwy 39 - Regina South	38.1	3,640	50.60	17	7	2	26	0.51	9	4
6-05	Regina South - Regina North	2.4	8,617	7.64	2	0	0	2	0.26	0	0
6-06	Regina North - Piapot FN.	26.4	3,462	33.31	28	7	0	35	1.05	10	0
6-07	Piapot FN. - Southey	24.2	2,220	19.63	19	2	0	21	1.07	5	0
6-08	Southey - Raymore	54.1	1,236	24.42	41	3	1	45	1.84	4	1
6-09	Raymore - Dafoe	38.0	959	13.31	23	1	0	24	1.80	12	0
6-10	Dafoe - Watson	43.0	967	15.19	23	7	0	30	1.97	10	0
6-11	Watson - Naicam	32.8	1,221	14.62	17	5	0	22	1.50	7	0
6-12	Naicam - Silver Park	26.6	988	9.58	20	6	0	26	2.71	10	0
6-13	Silver Park - Melfort	25.2	1,375	12.63	13	1	0	14	1.11	1	0
6-14	Melfort - Gronlid	32.6	964	11.47	14	2	0	16	1.40	4	0
6-15	Gronlid - Choiceland	43.3	253	4.00	20	1	0	21	5.25	1	0
Subtotal - Hwy 6		501.9		237.93	308	46	3	357	1.50	77	5
7-00	Hwy 7 Section Not Known	0.0	0	0.00	69	1	0	70	0.00	1	0
7-01	Saskatoon - Jct Hwy 60	6.3	7,566	17.26	9	3	0	12	0.70	6	0
7-02	Jct Hwy 60 - Delisle	30.4	5,403	60.01	52	10	0	62	1.03	14	0
7-03	Delisle - Harris	37.9	2,614	36.12	29	4	0	33	0.91	5	0
7-04	Harris - Rosetown	36.4	2,818	37.41	45	5	0	50	1.34	10	0
7-05	Rosetown - Brock	52.4	2,254	43.10	41	9	0	50	1.16	11	0
7-06	Brock - Kindersley	31.0	2,544	28.82	19	4	2	25	0.87	8	2
7-07	Kindersley - Jct Hwy 307	21.2	2,496	19.30	18	4	0	22	1.14	5	0
7-08	Jct Hwy 307 - Alisak	40.0	1,755	25.65	29	7	0	36	1.40	8	0
Subtotal - Hwy 7		255.5		267.66	311	47	2	290	1.08	68	2
8-00	Hwy 8 Section Not Known	0.0	0	0.00	17	0	0	17	0.00	0	0
8-01	U.S. Border - Carievale	19.9	280	2.03	4	0	0	4	1.97	0	0
8-02	Carievale - Redvers	45.6	420	6.99	26	2	2	30	4.29	4	2
8-03	Redvers - Fairlight	34.0	221	2.75	7	1	0	8	2.91	15	0
8-04	Fairlight - Moosomin	29.9	594	6.49	8	1	0	9	1.39	1	0
8-05	Moosomin - Qu'Appelle River	40.5	948	14.02	20	1	0	21	1.50	1	0
8-06	Qu'Appelle River - Langenburg	41.9	640	9.79	20	1	0	21	2.15	1	0
8-07	Langenburg - Wroxton	46.9	172	2.95	4	0	0	4	1.36	0	0
8-08	Wroxton - Kamsack	39.5	612	8.82	23	3	0	26	2.95	3	0
8-09	Kamsack - Pelly	32.3	1,266	14.93	6	2	0	8	0.54	5	0
8-10	Pelly - Norquay	41.4	218	3.30	9	2	0	11	3.34	3	0
Subtotal - Hwy 8		372.0		72.06	144	13	2	159	2.21	33	2
9-00	Hwy 9 Section Not Known	0.0	0	0.00	55	0	0	55	0.00	0	0
9-01	U.S. Border - Jct Hwy 18	26.8	257	2.51	5	0	0	5	1.99	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,273	21.79	29	0	0	29	1.33	0	0
9-03	Carlyle - Jct Hwy 48	43.5	1,378	21.87	36	2	0	38	1.74	2	0
9-04	Jct Hwy 48 - Whitewood	37.0	715	9.66	12	0	0	12	1.24	0	0
9-05	Whitewood - Qu'Appelle River	19.0	738	5.12	4	1	0	5	0.98	1	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	865	11.52	21	1	0	22	1.91	2	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	879	6.83	6	1	0	7	1.02	1	0
9-08	Jct Hwy 15 - Yorkton	33.0	1,139	13.70	23	2	0	25	1.83	3	0
9-09	Yorkton - Canora	46.2	2,823	47.63	53	6	1	60	1.26	13	1
9-10	Canora - Jct Hwy 49	27.7	1,410	14.23	9	0	0	9	0.63	0	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,161	8.46	21	2	0	23	2.72	4	0
9-12	Preeceville - Usherville	31.0	581	6.57	16	0	0	16	2.43	0	0
9-13	Usherville - Bertwell	42.5	334	5.18	16	0	0	16	3.09	0	0
9-14	Bertwell - Hudson Bay	38.6	685	9.65	22	2	0	24	2.49	2	0
9-15	Hudson Bay - Manitoba Border	123.1	74	3.32	14	3	0	17	5.12	3	0
Subtotal - Hwy 9		593.0		188.05	342	20	1	363	1.93	31	1

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Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
10-00	Hwy 10 Section Not Known	0.0	0	0.00	59	0	0	59	0.00	0	0
10-01	Manitoba Border - Wroxton	25.0	810	7.38	7	1	0	8	1.08	7	0
10-02	Wroxton - Yorkton	37.6	1,480	20.30	23	2	1	26	1.28	3	1
10-03	Yorkton - Melville	41.9	2,657	40.62	47	5	0	52	1.28	7	0
10-04	Melville - Jct Hwy 22	46.2	1,857	31.29	33	6	0	39	1.25	8	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	26.0	2,585	24.55	27	1	0	28	1.14	2	0
10-06	Fort Qu'Appelle - Balgonie	46.5	3,775	64.05	38	10	0	48	0.75	15	0
Subtotal - Hwy 10		223.1		188.19	234	25	1	260	1.38	42	1
11-00	Hwy 11 Section Not Known	0.0	0	0.00	160	2	0	162	0.00	3	0
11-01	Regina - Lumsden	25.9	10,804	102.18	61	12	0	73	0.71	22	0
11-02	Lumsden - Bethune	25.9	5,354	50.69	29	4	0	33	0.65	4	0
11-03	Bethune - E Jct Hwy 2	19.2	4,030	28.29	14	0	0	14	0.49	0	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	4,003	36.03	22	3	0	25	0.69	4	0
11-05	Aylesbury - Davidson	45.4	4,380	72.50	53	16	1	70	0.97	29	1
11-06	Davidson - Kenaston	32.1	4,741	55.49	38	8	0	46	0.83	14	0
11-07	Kenaston - Dundurn	38.9	5,431	77.13	68	13	0	81	1.05	18	0
11-08	Dundurn - Saskatoon	32.3	7,146	84.19	139	9	0	148	1.76	15	0
11-10	Saskatoon - Warman	18.1	10,645	70.21	39	15	0	54	0.77	26	0
11-11	Warman - Rosthern	43.0	5,383	84.49	48	23	0	71	0.84	39	0
11-12	Rosthern - Duck Lake	18.3	3,763	25.13	13	4	0	17	0.68	6	0
11-13	Duck Lake - Prince Albert	49.0	3,523	62.98	47	9	0	56	0.89	12	0
Subtotal - Hwy 11		372.7		749.31	731	118	1	850	1.13	192	1
12-00	Hwy 12 Section Not Known	0.0	0	0.00	35	0	0	35	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	36.4	5,155	68.42	45	10	1	56	0.82	12	1
12-02	Hepburn - Blaine Lake	38.2	1,381	19.26	30	3	0	33	1.71	9	0
12-03	Blaine Lake - Big Grass Lake	39.1	445	6.36	23	0	0	23	3.61	0	0
12-04	Big Grass Lake - Shell Lake	21.0	422	3.23	10	1	0	11	3.40	1	0
Subtotal - Hwy 12		134.7		97.28	143	14	1	158	1.62	22	1
13-00	Hwy 13 Section Not Known	0.0	0	0.00	40	0	0	40	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	885	6.37	11	1	0	12	1.88	1	0
13-02	Redvers - Carlyle	42.3	1,202	18.57	20	3	0	23	1.24	4	0
13-03	Carlyle - Stoughton	54.5	1,509	30.00	47	4	0	51	1.70	6	0
13-04	Stoughton - Griffin	31.0	854	9.66	15	1	2	18	1.86	2	2
13-05	Griffin - Weyburn	27.6	1,147	11.54	12	0	0	12	1.04	0	0
13-06	Weyburn - Jct Hwy 28	31.1	1,046	11.85	14	0	0	14	1.18	0	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	653	5.44	2	1	0	3	0.55	1	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	563	8.17	11	2	0	13	1.59	2	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	264	2.95	2	0	0	2	0.68	0	0
13-10	Jct Hwy 36 - Assiniboia	36.5	656	8.74	18	1	0	19	2.18	1	0
13-11	Assiniboia - Lafleche	42.6	753	11.72	21	1	0	22	1.88	1	0
13-12	Lafleche - Kincaid	32.3	441	5.19	14	0	0	14	2.70	0	0
13-13	Kincaid - Cadillac	54.9	426	8.54	9	1	0	10	1.17	1	0
13-14	Cadillac - Jct Hwy 37	49.5	196	3.54	8	1	0	9	2.54	1	0
13-15	Shaunavon - Eastend	34.3	563	7.05	12	0	0	12	1.70	0	0
13-16	Eastend - E Jct Hwy 21	52.5	218	4.17	13	0	0	13	3.12	0	0
13-17	E Jct Hwy 21 - Govanlock	44.1	206	3.32	3	0	0	3	0.90	0	0
13-18	Govanlock - Alberta Border	14.5	45	0.24	2	0	0	2	8.38	0	0
Subtotal - Hwy 13		660.6		157.07	274	16	2	292	1.86	20	2
14-00	Hwy 14 Section Not Known	0.0	0	0.00	40	0	0	40	0.00	0	0
14-12	Saskatoon - Asquith	34.1	3,136	38.98	70	3	0	73	1.87	3	0

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					Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
14-13	Asquith - Perdue	22.7	1,668	13.81	23	2	0	25	1.81	2	0
14-14	Perdue - Biggar	31.6	1,818	20.96	30	3	1	34	1.62	4	1
14-15	Biggar - Landis	35.6	882	11.45	12	1	0	13	1.13	2	0
14-16	Landis - Wilkie	31.5	930	10.68	10	2	0	12	1.12	3	0
14-17	Wilkie - Unity	30.3	1,510	16.68	13	1	0	14	0.84	1	0
14-18	Unity - Salvador Gnd	29.2	1,200	12.78	15	2	0	17	1.33	3	0
14-19	Salvador Gnd - Alberta Border	33.8	1,132	13.97	16	2	0	18	1.29	5	0
Subtotal - Hwy 14		246.7		139.32	229	16	1	246	1.77	23	1
15-00	Hwy 15 Section Not Known	0.0	0	0.00	42	0	0	42	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	216	2.59	13	2	0	15	5.79	6	0
15-03	Jct Hwy 9 - Melville	22.5	783	6.44	14	0	0	14	2.18	0	0
15-04	Melville - Jct Hwy 52	58.7	555	11.90	23	2	0	25	2.10	4	0
15-05	Jct Hwy 52 - Leross	26.5	545	5.26	4	1	0	5	0.95	1	0
15-06	Leross - Raymore	51.9	614	11.62	14	0	0	14	1.21	0	0
15-07	Raymore - S Jct Hwy 20	32.7	279	3.33	10	0	0	10	3.00	0	0
15-08	Nokomis - Jct Hwy 2	31.0	262	2.96	7	0	0	7	2.36	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	220	4.55	8	2	0	10	2.20	2	0
15-10	Kenaston - Jct Hwy 19	22.8	674	5.61	7	1	0	8	1.43	1	0
15-11	Jct Hwy 19 - Outlook	34.5	1,043	13.14	20	1	0	21	1.60	2	0
15-12	Outlook - Milden	27.8	911	9.26	17	1	0	18	1.94	2	0
15-13	Milden - Rosetown	36.3	662	8.76	8	2	0	10	1.14	2	0
Subtotal - Hwy 15		434.2		85.42	187	12	0	199	2.33	20	0
16-00	Hwy 16 Section Not Known	0.0	0	0.00	135	3	0	138	0.00	3	0
16-11	Manitoba Border - Churchbridge	30.5	1,678	18.68	26	0	0	26	1.39	0	0
16-12	Churchbridge - Yorkton	52.7	2,467	47.42	34	2	1	37	0.78	2	1
16-13	Yorkton - Springside	22.0	2,776	22.32	13	3	0	16	0.72	4	0
16-14	Springside - Insinger	31.0	1,722	19.51	17	1	1	19	0.97	3	1
16-15	Insinger - Tuffnell	22.6	1,566	12.89	7	1	1	9	0.70	3	1
16-16	Tuffnell - Eltros	38.0	1,730	23.99	16	0	0	16	0.67	0	0
16-17	Eltros - Daloe	49.0	2,191	39.18	43	7	0	50	1.28	6	0
16-18	Daloe - Guernsey	42.1	1,977	30.34	37	3	0	40	1.32	6	0
16-19	Guernsey - Jct Hwy 2	44.7	2,117	34.55	33	2	1	36	1.04	2	1
16-20	Jct Hwy 2 - Saskatoon	63.5	4,643	107.60	53	20	0	73	0.68	29	0
16-23	Jct Hwy 11 - North Sask. River	41.3	7,553	113.75	75	18	1	94	0.83	36	1
16-24	North Sask. River - Radisson	19.3	6,044	42.49	47	3	1	51	1.20	5	1
16-25	Radisson - Denholm	48.4	5,776	102.06	38	10	3	51	0.50	15	4
16-26	Denholm - North Battleford	23.4	6,829	58.34	26	5	1	32	0.55	7	3
16-27	North Battleford - Bresaylor	41.4	3,770	56.96	44	7	0	51	0.90	8	0
16-28	Bresaylor - Maidstone	39.4	3,458	49.78	40	6	0	46	0.92	12	0
16-29	Maidstone - Marshall	36.2	5,368	70.89	33	13	1	47	0.66	19	1
16-30	Marshall - Lloydminster	17.4	7,857	50.01	35	9	0	44	0.88	13	0
Subtotal - Hwy 16		662.8		900.75	752	113	11	876	0.97	175	14
17-00	Hwy 17 Section Not Known	0.0	0	0.00	20	0	0	20	0.00	0	0
17-03	Macklin - Alberta Border	57.0	789	16.43	8	0	0	8	0.49	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	2,195	19.40	4	1	0	5	0.26	1	0
17-05	Alberta Border - Lloydminster	23.0	3,290	27.60	14	2	1	17	0.62	4	1
17-06	Lloydminster - Jct Hwy 3	24.7	3,693	33.28	25	5	1	31	0.93	7	1
17-07	Jct Hwy 3 - N Sask. River	10.7	1,242	4.85	1	3	0	4	0.83	5	0
17-08	N Sask. River - Onion Lake	12.7	1,532	7.09	8	1	0	9	1.27	4	0
Subtotal - Hwy 17		152.3		108.64	80	12	2	94	0.87	21	2
18-00	Hwy 18 Section Not Known	0.0	0	0.00	23	0	0	23	0.00	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Persons		
					Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Injured	Killed
18-01	Manitoba Border - Carievale	19.6	684	4.88	11	1	0	12	2.46	1	0
18-02	Carievale - Jct Hwy 9	48.1	1,427	25.03	58	4	0	62	2.48	8	0
18-03	Jct Hwy 9 - Bienfait	44.1	1,776	28.60	32	3	0	35	1.22	3	0
18-04	Estevan - Torquay	38.3	679	9.48	11	0	1	12	1.27	0	1
18-05	Torquay - Oungre	22.8	353	2.93	7	1	0	8	2.73	4	0
18-06	Oungre - Lake Alma	29.3	333	3.56	7	1	0	8	2.25	1	0
18-07	Lake Alma - N Jct Hwy 6	28.0	203	2.07	5	0	0	5	2.41	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	88	1.55	1	0	0	1	0.85	0	0
18-09	Big Beaver - E Jct Hwy 36	19.9	352	2.56	5	0	0	5	1.96	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	371	3.21	1	0	0	1	0.31	0	0
18-11	Rockglen - Wood Mountain	32.1	82	0.96	7	2	0	9	9.35	2	0
18-12	Wood Mountain - Jct Hwy 19	52.4	200	3.82	10	0	0	10	2.62	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	166	2.25	5	1	0	6	2.67	1	0
18-14	Ponteix Grid - Val Marie	35.7	100	1.31	4	0	0	4	3.06	0	0
18-15	S Jct Hwy 4 - Climax	42.2	170	2.62	9	0	0	9	3.44	0	0
18-16	Climax - Divide	65.7	179	4.29	8	0	0	8	1.86	0	0
18-17	Divide - Robsart	31.0	65	0.74	2	0	0	2	2.70	0	0
Subtotal - Hwy 18		617.9		99.85	206	13	1	220	2.20	20	1
19-00	Hwy 19 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.3	245	2.35	3	0	1	4	1.70	3	1
19-02	Kincaid - S Jct Hwy 43	24.8	137	1.24	7	1	0	8	6.43	1	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	252	5.52	12	0	0	12	2.17	0	0
19-04	Chaplin - Central Butte	43.4	234	3.71	8	1	0	9	2.43	1	0
19-05	E Jct Hwy 42 - Elbow	40.6	280	4.15	17	0	0	17	4.09	0	0
19-06	Elbow - Jct Hwy 19	42.2	442	6.81	10	1	0	11	1.62	1	0
Subtotal - Hwy 19		237.3		23.79	64	3	1	68	2.86	6	1
20-00	Hwy 20 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.6	1,355	18.08	42	5	0	47	2.60	6	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	557	11.24	21	1	0	22	1.96	1	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	426	7.40	22	1	0	23	3.11	1	0
20-04	W Jct Hwy 16 - Humboldt	37.3	736	10.01	14	1	0	15	1.50	1	0
20-05	Humboldt - Pilger	33.5	641	7.84	8	3	1	12	1.53	4	1
20-06	Pilger - Crystal Springs	44.9	276	4.52	7	2	0	9	1.99	3	0
20-07	Crystal Springs - Jct Hwy 3	22.6	329	2.72	9	2	0	11	4.05	2	0
Subtotal - Hwy 20		277.8		61.82	137	15	1	153	2.48	18	1
21-00	Hwy 21 Section Not Known	0.0	0	0.00	30	0	0	30	0.00	0	0
21-01	U.S. Border - Govenlock	29.5	24	0.25	0	0	0	0	0.00	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	374	4.69	12	1	1	14	2.99	2	1
21-04	Cypress Hills - Maple Creek	27.5	741	7.44	25	3	0	28	3.76	5	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,736	5.24	5	2	0	7	1.34	2	0
21-06	Jct Hwy 1 - Fox Valley	52.8	444	8.55	13	1	0	14	1.64	1	0
21-07	Fox Valley - Leader	50.1	442	8.09	9	2	0	11	1.36	3	0
21-08	Leader - Eatonia	41.1	384	5.77	19	0	0	19	3.30	0	0
21-09	Glidden - Kindersley	26.2	1,008	9.63	6	1	0	7	0.73	1	0
21-10	Kindersley - Jct Hwy 31	36.0	1,584	20.82	13	2	0	15	0.72	3	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,213	6.01	5	1	1	7	1.16	1	1
21-12	Kerrobert - Unity	59.3	596	12.90	11	1	0	12	0.93	1	0
21-13	Unity - E Jct Hwy 40	35.7	501	6.53	7	1	0	8	1.22	1	0
21-14	W Jct Hwy 40 - Maidstone	30.9	334	3.77	15	1	0	16	4.24	1	0
21-15	Maidstone - E Jct Hwy 3	52.4	958	18.32	20	2	0	22	1.20	7	0
21-16	Paradise Hill - Peck Lake	36.7	170	2.27	6	0	0	6	2.64	0	0
21-17	Peck Lake - Ministikwan Lake	21.3	108	0.84	3	0	0	3	3.57	0	0

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2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
21-18	Ministikwan Lake - Pierceland	43.7	336	5.35	8	4	0	12	2.24	8	0
21-19	Pierceland - Northern Pine	22.2	134	1.09	10	1	1	12	11.00	6	1
Subtotal - Hwy 21		621.5		127.56	217	23	3	243	1.91	42	3
22-00	Hwy 22 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.1	145	0.69	0	0	0	0	0.00	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	1,118	16.66	29	0	0	29	1.74	0	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	221	1.99	5	0	0	5	2.52	0	0
22-04	Killaly - Jct Hwy 10	51.8	373	7.05	14	0	0	14	1.99	0	0
22-05	Lipton - Southey	50.9	568	10.56	10	1	0	11	1.04	1	0
22-06	Southey - Jct Hwy 20	26.6	370	3.60	5	2	0	7	1.95	4	0
Subtotal - Hwy 22		207.8		40.54	70	3	0	73	1.80	5	0
23-00	Hwy 23 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
23-01	Jct Hwy 9 - Somme	31.6	241	2.77	12	1	0	13	4.69	1	0
23-02	Somme - Chelan	30.2	623	6.87	29	2	0	31	4.51	2	0
23-03	Chelan - Crooked River	37.9	510	7.05	18	4	1	23	3.26	7	1
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	617	14.24	18	2	0	20	1.40	3	0
Subtotal - Hwy 23		162.9		30.93	80	9	1	90	2.91	13	1
24-00	Hwy 24 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
24-01	Spiritwood - Leoville	32.2	762	8.97	13	0	0	13	1.45	0	0
24-02	Leoville - Chitek Lake	25.3	540	4.99	12	1	0	13	2.60	1	0
Subtotal - Hwy 24		57.6		13.96	26	1	0	29	2.08	1	0
25-01	Birch Hills - St. Louis	29.1	281	2.98	10	2	0	12	4.03	3	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.5	1,077	6.07	1	1	0	2	0.33	1	0
26-02	Meota - Turtleford	54.2	971	19.19	25	2	0	27	1.41	2	0
26-03	Turtleford - N Jct Hwy 3	29.2	642	6.85	14	1	0	15	2.19	2	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	615	10.70	36	4	0	40	3.74	5	0
26-05	Loon Lake - Goodsoil	52.0	462	8.77	31	4	0	35	3.99	6	0
Subtotal - Hwy 26		198.5		51.58	121	12	0	133	2.58	16	0
27-01	Jct Hwy 2 - Aberdeen	34.0	551	6.83	12	2	0	14	2.05	3	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
28-01	Lake Alma - Radville	39.8	240	3.49	4	0	0	4	1.14	0	0
28-02	Radville - Jct Hwy 13	20.1	467	3.42	8	0	0	8	2.34	0	0
Subtotal - Hwy 28		59.9		6.91	14	0	0	14	2.03	0	0
29-00	Hwy 29 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
29-01	Wilkie - Cloan Grid	23.1	836	7.06	6	1	0	7	0.99	1	0
29-02	Cloan Grid - Battleford	25.9	1,052	9.96	12	0	0	12	1.20	0	0
Subtotal - Hwy 29		49.1		17.02	29	1	0	30	1.76	1	0
30-01	S Sask. River - Eston	21.4	158	1.23	4	0	0	4	3.25	0	0
30-02	Eston - Jct Hwy 7	37.0	195	2.63	4	1	0	5	1.90	1	0
Subtotal - Hwy 30		58.3		3.86	8	1	0	9	2.33	1	0
31-00	Hwy 31 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	240	5.10	12	1	0	13	2.55	2	0
31-02	Plenty - S Jct Hwy 21	35.8	403	5.26	6	0	0	6	1.14	0	0
31-03	Kerrobert - Salvador	37.7	631	8.68	11	3	0	14	1.61	3	0
31-04	Salvador - Macklin	37.8	929	12.82	9	2	0	11	0.86	3	0
Subtotal - Hwy 31		169.5		31.85	39	6	0	45	1.41	8	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
32-00	Hwy 32 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
32-01	Jct Hwy 1 - Success	22.9	1,199	10.03	5	0	0	5	0.50	0	0
32-02	Success - Cabri	33.6	718	8.81	8	0	0	8	0.91	0	0
32-03	Cabri - Lancer	38.9	431	6.11	11	0	0	11	1.80	0	0
32-04	Lancer - Leader	47.4	311	5.37	6	1	0	7	1.30	1	0
Subtotal - Hwy 32		142.8		30.32	39	1	0	40	1.32	1	0
33-00	Hwy 33 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
33-01	Stoughton - Fillmore	38.2	973	13.55	19	1	0	20	1.48	4	0
33-02	Fillmore - Francis	39.1	895	12.76	21	0	0	21	1.65	0	0
33-03	Francis - Kronau	38.4	1,769	24.79	17	2	0	19	0.77	2	0
33-04	Kronau - Regina	20.3	2,528	18.73	9	2	1	12	0.64	2	1
Subtotal - Hwy 33		135.9		69.84	76	5	1	82	1.17	8	1
34-00	Hwy 34 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
34-01	U.S. Border - Bengough	46.4	191	3.23	6	0	0	6	1.86	0	0
34-02	Bengough - Jct Hwy 13	16.3	396	2.36	0	1	0	1	0.42	1	0
Subtotal - Hwy 34		62.7		5.59	7	1	0	8	1.43	1	0
35-00	Hwy 35 Section Not Known	0.0	0	0.00	46	0	0	46	0.00	0	0
35-01	U.S. Border - Oungre	16.2	144	0.85	3	1	0	4	4.89	1	0
35-02	Oungre - Colgate	28.5	430	4.47	9	0	0	9	2.01	0	0
35-03	Colgate - Weyburn	29.1	648	8.99	11	0	0	11	1.22	0	0
35-04	Weyburn - Francis	47.7	812	14.13	29	2	0	31	2.19	3	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	206	1.74	3	0	0	3	1.72	0	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	272	2.44	5	2	0	7	2.87	4	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	383	2.62	4	0	0	4	1.53	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,282	7.38	12	1	0	13	1.76	2	0
35-09	Lipton - Leross	43.2	573	9.03	13	0	0	13	1.44	0	0
35-10	Leross - Eltros	50.4	435	8.01	17	1	0	18	2.25	1	0
35-11	Eltros - Wadena	23.7	747	6.46	6	2	0	8	1.24	3	0
35-12	Wadena - Jct Hwy 49	21.7	829	6.57	6	0	0	6	8.91	0	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	801	10.17	21	2	1	24	2.36	4	1
35-14	Jct Hwy 349 - Tisdale	44.7	910	14.85	29	1	0	30	2.02	1	0
35-15	Tisdale - Jct Hwy 335	27.5	1,211	12.15	15	0	0	15	1.23	0	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,511	15.53	20	3	0	23	1.48	4	0
35-17	Jct Hwy 55 - Torch River	36.2	138	1.82	3	0	0	3	1.65	0	0
Subtotal - Hwy 35		526.7		127.22	252	15	1	268	2.11	23	1
36-00	Hwy 36 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.3	558	6.18	6	0	1	7	1.13	2	1
36-02	W Jct Hwy 18 - W Jct Hwy 13	38.8	463	6.56	21	3	0	24	3.66	5	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	270	6.37	6	2	1	9	1.41	4	1
Subtotal - Hwy 36		133.9		19.11	35	5	2	42	2.20	11	2
37-00	Hwy 37 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
37-01	U.S. Border - Climax	23.0	161	1.35	1	1	0	2	1.48	1	0
37-02	Climax - Shaunavon	52.1	389	7.40	25	2	0	27	3.65	3	0
37-03	Shaunavon - Gull Lake	51.5	1,020	19.18	23	3	0	26	1.36	3	0
37-04	Gull Lake - W Jct Hwy 332	33.3	252	3.07	1	0	0	1	0.33	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	130	1.17	2	1	0	3	2.57	1	0
Subtotal - Hwy 37		184.5		32.16	56	7	0	63	1.96	8	0
38-00	Hwy 38 Section Not Known	0.0	0	0.00	1	0	0	1	5.00	0	0
38-01	Kelvington - Pengord	22.3	556	4.52	7	1	0	8	1.77	1	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
38-02	Perigord - Chelan	34.4	263	3.30	26	4	0	30	9.09	4	0
38-05	Kuroki - Kehngton	31.4	270	3.10	3	1	1	5	1.52	3	1
Subtotal - Hwy 38		88.1		10.92	37	6	1	44	4.03	8	1
39-00	Hwy 39 Section Not Known	0.0	0	0.00	35	0	0	35	0.00	0	0
39-01	U.S. Border - Bienfait	27.0	914	9.00	13	2	0	15	1.57	2	0
39-02	Bienfait - Estevan	9.5	5,321	18.53	7	5	1	13	0.70	7	2
39-03	Estevan - Midale	40.9	2,440	36.45	25	3	0	28	0.77	4	0
39-04	Midale - Weyburn	43.7	2,544	40.60	23	5	0	28	0.69	7	0
39-05	Weyburn - Yellow Grass	26.8	2,883	28.14	12	1	0	13	0.46	2	0
39-06	Yellow Grass - Corinne	44.6	2,468	40.19	12	4	0	16	0.40	4	0
39-07	Corinne - Pitman	34.2	882	11.01	8	1	0	9	0.82	1	0
39-08	Pitman - Jct Hwy 1	34.3	1,108	13.85	14	4	0	18	1.30	4	0
Subtotal - Hwy 39		261.0		197.76	149	25	1	175	0.88	31	2
40-00	Hwy 40 Section Not Known	0.0	0	0.00	15	0	0	15	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,151	23.57	36	3	1	40	1.70	3	1
40-02	Blaine Lake - Hafford	36.0	587	7.71	14	4	0	18	2.33	8	0
40-03	Hafford - North Battleford	63.9	943	22.02	19	0	0	19	0.86	0	0
40-04	Battleford - E Jct Hwy 21	57.6	1,168	24.54	41	2	0	43	1.75	3	0
40-05	E Jct Hwy 21 - Neilburg	35.5	736	9.54	11	3	0	14	1.47	3	0
40-06	Neilburg - Alberta Border	25.4	1,240	11.48	9	1	0	10	0.87	1	0
Subtotal - Hwy 40		274.5		98.86	145	13	1	159	1.61	18	1
41-00	Hwy 41 Section Not Known	0.0	0	0.00	19	0	0	19	0.00	0	0
41-01	Melfort - Jct Hwy 20	56.0	1,157	23.65	35	5	0	40	1.69	5	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,343	14.62	10	1	0	11	0.75	1	0
41-03	Wakaw - Aberdeen	51.3	1,686	31.57	31	13	1	45	1.43	28	1
41-04	Aberdeen - Jct Hwy 41	26.9	3,024	29.72	24	3	0	27	0.91	4	0
Subtotal - Hwy 41		164.0		99.56	119	22	1	142	1.43	38	1
42-00	Hwy 42 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
42-01	Tuxford - Keeler	25.0	562	5.12	6	0	0	6	1.17	0	0
42-02	Keeler - E Jct Hwy 19	42.4	385	5.95	5	2	0	7	1.18	2	0
42-03	E Jct Hwy 19 - Dielenbaker Lake	38.7	407	5.74	2	0	0	2	0.35	0	0
42-04	Dielenbaker Lake - Jct Hwy 342	37.7	198	2.73	6	0	0	6	2.20	0	0
42-05	Jct Hwy 342 - Milden	59.9	213	4.65	13	1	0	14	3.01	2	0
Subtotal - Hwy 42		203.6		24.19	36	3	0	39	1.61	4	0
43-00	Hwy 43 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.9	532	7.36	8	0	0	8	1.09	0	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	326	3.44	8	0	0	8	2.32	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	284	6.11	19	0	0	19	3.11	0	0
Subtotal - Hwy 43		125.9		16.92	36	0	0	36	2.13	0	0
44-00	Hwy 44 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
44-02	Davidson - Loreburn	44.0	202	3.24	8	0	0	8	2.47	0	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	172	2.03	10	0	0	10	4.93	0	0
44-04	Jct Hwy 45 - Dinsmore	28.3	98	1.01	3	0	0	3	2.96	0	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	173	2.55	3	0	0	3	1.18	0	0
44-06	S Jct Hwy 4 - Eston	54.0	320	6.31	9	1	0	10	1.58	2	0
44-07	Eston - Glidden	33.2	298	3.60	3	0	0	3	0.83	0	0
44-08	Glidden - Mantario	44.9	312	5.11	4	0	0	4	0.78	0	0
44-09	Mantario - Alsask	33.6	188	2.31	4	0	0	4	1.73	0	0
Subtotal - Hwy 44		310.9		26.17	58	1	0	59	2.25	2	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
45-00	Hwy 45 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	326	2.19	5	1	0	6	2.74	1	0
45-02	Birsay - Jct Hwy 44	18.9	382	2.63	4	1	0	5	1.90	1	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	474	4.71	6	0	0	6	1.27	0	0
45-04	W Jct Hwy 15 - Delisle	49.7	602	10.92	25	0	0	25	2.29	0	0
	Subtotal - Hwy 45	114.2		20.45	44	2	0	46	2.25	2	0
46-01	Balgonie - Regina	19.7	4,107	29.58	38	5	1	44	1.49	6	1
47-00	Hwy 47 Section Not Known	0.0	0	0.00	27	0	0	27	0.00	0	0
47-01	U.S. Border - Estevan	15.3	719	4.01	15	3	1	19	4.73	4	1
47-02	Estevan - Stoughton	57.7	1,412	29.71	22	3	0	25	0.84	4	0
47-03	Stoughton - Jct Hwy 48	56.2	325	6.68	7	1	0	8	1.20	1	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	67	0.65	4	1	0	5	7.71	2	0
47-05	Grenfell - S Jct Hwy 22	39.9	504	7.34	15	1	0	16	2.18	1	0
47-06	S Jct Hwy 22 - Melville	22.8	927	7.72	8	1	0	9	1.17	1	0
47-07	Melville - Willowbrook	30.0	286	3.13	9	1	0	10	3.19	1	0
47-08	Willowbrook - Springside	19.1	237	1.65	3	0	0	3	1.82	0	0
47-09	Springside - Buchanan	42.2	225	3.46	1	2	0	3	0.87	5	0
47-10	Buchanan - Preeceville	33.8	258	3.18	2	0	0	2	0.63	0	0
	Subtotal - Hwy 47	343.5		67.54	113	13	1	127	1.88	19	1
48-00	Hwy 48 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	346	2.39	5	2	0	7	2.93	10	0
48-02	Fairlight - S Jct Hwy 9	44.7	375	6.12	15	2	0	17	2.78	3	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	692	14.61	22	1	0	23	1.57	1	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	720	16.62	26	3	0	29	1.75	5	0
48-05	Jct Hwy 35 - White City	40.4	1,482	21.86	32	6	0	38	1.74	10	0
	Subtotal - Hwy 48	225.3		61.60	105	14	0	119	1.93	29	0
49-00	Hwy 49 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	514	4.77	9	0	0	9	1.89	0	0
49-02	Pelly - Stenen	33.8	803	9.89	18	0	0	18	1.82	0	0
49-03	Stenen - Okla	31.8	498	5.78	16	1	0	17	2.94	2	0
49-04	Okla - Kelvington	33.9	427	5.28	8	0	0	8	1.52	0	0
49-05	Kelvington - Jct Hwy 35	19.5	607	4.32	5	0	0	5	1.16	0	0
	Subtotal - Hwy 49	144.4		30.05	68	1	0	69	2.30	2	0
51-00	Hwy 51 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	396	9.05	16	3	0	19	2.10	3	0
51-02	Tramping Lake - Kerrobert	25.9	369	3.49	2	1	1	4	1.15	4	1
51-03	Kerrobert - Major	34.4	332	4.18	11	1	0	12	2.87	2	0
51-04	Major - Alberta Border	29.6	261	2.83	3	1	0	4	1.42	1	0
	Subtotal - Hwy 51	152.7		19.54	43	6	1	50	2.56	10	1
52-00	Hwy 52 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	944	7.43	11	3	0	14	1.88	4	0
52-02	Willowbrook - Jct Hwy 15	49.1	351	6.29	16	4	0	20	3.18	5	0
	Subtotal - Hwy 52	70.7		13.72	37	7	0	44	3.21	9	0
54-00	Hwy 54 Section Not Known	0.0	0	0.00	0	0	1	1	0.00	0	0
54-01	Jct Hwy 11 - Regina Beach	17.4	1,887	11.98	24	4	0	28	2.34	6	0
	Subtotal - Hwy 54	17.4		11.98	24	4	1	29	2.42	6	0
55-00	Hwy 55 Section Not Known	0.0	0	0.00	91	0	0	91	0.00	0	0
55-02	Jct Hwy 9 - S of Pakowaw Lake	38.3	70	0.98	5	1	0	6	6.13	2	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
55-03	S of Pakwaw L. - W of Crack R.	29.5	192	2.07	9	4	0	13	6.29	5	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	368	4.93	20	0	0	20	4.06	0	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,361	14.06	30	0	0	30	2.13	0	0
55-06	Nipawin - White Fox	12.2	1,777	7.92	12	2	0	14	1.77	3	0
55-07	White Fox - Smeaton	50.4	909	16.71	43	4	0	47	2.81	4	0
55-08	Smeaton - Meath Park	36.6	945	12.62	36	2	0	38	3.01	4	0
55-09	Meath Park - Prince Albert	41.4	2,437	36.86	38	9	0	47	1.28	15	0
55-10	Shellbrook - Debden	49.3	1,365	24.57	30	2	2	34	1.38	2	2
55-11	Debden - Big River	38.4	927	13.00	21	3	0	24	1.85	3	0
55-12	Big River - Jct Hwy 124	48.4	346	6.10	29	1	0	30	4.92	1	0
55-13	Jct 124 - Green Lake	28.0	336	3.44	17	0	0	17	4.94	0	0
55-14	Green Lake - Meadow Lake	48.1	1,318	23.14	46	8	0	54	2.33	16	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	839	20.65	35	2	0	37	1.79	2	0
55-16	Peerless - Alberta Border	52.1	789	15.00	43	7	0	50	3.33	14	0
Subtotal - Hwy 55		605.1		202.05	505	45	2	552	2.73	71	2
56-00	Hwy 56 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
56-01	Indian Head - Katepwa Lake	21.1	739	5.68	6	2	0	8	1.41	3	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	711	5.23	14	4	0	18	3.44	7	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	885	3.66	2	2	0	4	1.09	5	0
Subtotal - Hwy 56		52.5		14.57	26	8	0	34	2.33	15	0
57-01	Manitoba Border - Jct Hwy 5	19.3	518	3.64	7	0	0	7	1.92	0	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
58-01	Jct Hwy 18 - Lalleche	35.6	120	1.56	8	0	0	8	5.12	0	0
58-02	Lalleche - Gravelbourg	19.7	630	4.53	9	0	0	9	1.99	0	0
58-03	Gravelbourg - Jct Hwy 363	31.8	166	1.92	2	0	0	2	1.04	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	59	0.78	2	1	0	3	3.85	3	0
Subtotal - Hwy 58		123.3		8.79	29	1	0	30	3.41	3	0
60-01	Pike Lake - Saskatoon	23.9	1,128	9.85	55	1	0	56	5.69	1	0
80-00	Hwy 80 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
80-01	Esterhazy - Churchbridge	31.4	660	7.65	25	2	0	27	3.53	3	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	202	2.61	5	0	0	5	1.92	0	0
Subtotal - Hwy 80		66.7		10.26	31	2	0	33	3.22	3	0
99-10	Jct Hwy 6 - Craven	20.9	168	1.28	6	1	0	7	5.45	1	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
102-25	La Ronge - Sucker River	30.3	976	10.80	10	2	0	12	1.11	3	0
102-26	Sucker River - Otter Rapids	54.3	278	5.52	5	3	0	8	1.45	7	0
102-27	Otter Rapids - Island Lake Cr	52.0	155	2.94	8	1	0	9	3.06	1	0
102-28	Island Lake Cr - Waddy River Br	36.4	153	2.04	1	0	1	2	0.98	2	1
102-29	Waddy River Br - Southend	43.4	115	1.82	5	1	0	6	3.29	3	0
Subtotal - Hwy 102		216.4		23.12	41	7	1	49	2.12	16	1
106-00	Hwy 106 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.5	300	7.41	8	2	0	10	1.35	2	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	257	6.30	13	1	0	14	2.22	1	0
106-03	Jct Hwy 165 - Deschambault L.	82.1	270	8.07	4	3	1	8	0.99	3	1
106-04	Deschambault L. - Jct Hwy 135	40.6	305	4.52	4	3	0	7	1.55	3	0
106-05	Jct Hwy 135 - Flin Flon	68.0	373	9.25	8	1	0	9	0.97	2	0
Subtotal - Hwy 106		325.2		35.55	44	10	1	55	1.55	11	1
120-00	Hwy 120 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0

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Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
120-01	Meath Park - Candle Lake	32.3	620	7.31	17	1	0	18	2.48	2	0
120-02	Candle Lake - Lower Fishing Lake	57.8	128	2.71	8	0	0	8	2.96	0	0
	Subtotal - Hwy 120	90.1		10.02	29	1	0	30	2.99	2	0
123-00	Hwy 123 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.8	301	4.59	6	0	1	7	1.52	4	1
123-02	Kennedy Cr. - Cumberland House	91.4	144	4.81	15	0	0	15	3.12	0	0
	Subtotal - Hwy 123	133.2		9.41	24	0	1	25	2.66	4	1
135-00	Hwy 135 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.8	246	4.57	7	1	0	8	1.75	1	0
135-02	Pelican Narrows - Sandy Bay	70.2	98	2.51	8	1	0	9	3.58	1	0
	Subtotal - Hwy 135	121.1		7.08	17	2	0	19	2.68	2	0
155-00	Hwy 155 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
155-01	Green Lake - Jct Hwy 101	94.5	604	20.83	47	3	0	50	2.40	5	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	441	16.27	21	1	0	22	1.35	1	0
155-03	Buffalo Narrows - La Loche	105.3	349	13.43	12	3	1	16	1.19	3	1
	Subtotal - Hwy 155	301.0		50.53	86	7	1	94	1.86	9	1
165-00	Hwy 165 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	33	1.16	3	0	0	3	2.59	0	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	166	3.36	1	0	1	2	0.60	1	1
165-03	Besnard Lake Rd - Key Lake Rd	56.0	87	1.77	0	1	0	1	0.57	2	0
165-04	Key Lake Rd - Jct Hwy 156	66.0	203	4.89	7	1	0	8	1.63	1	0
	Subtotal - Hwy 165	273.0		11.18	15	2	1	18	1.61	4	1
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.3	63	0.68	2	0	0	2	2.96	0	0
167-02	Denare Beach - Creighton	19.7	1,436	10.32	10	3	0	13	1.26	3	0
	Subtotal - Hwy 167	49.0		11.00	12	3	0	15	1.36	3	0
201-01	Broadview - Jct Hwy 247	19.2	406	2.85	5	0	0	5	1.78	0	0
202-01	Tuxford - Buffalo Pound Lake	15.5	203	1.15	1	0	0	1	0.97	0	0
204-01	Battlefords Provincial Park	5.2	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenossee Lake	4.2	570	0.87	1	0	1	2	2.36	2	1
210-00	Hwy 210 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	718	1.89	1	1	0	2	1.06	1	0
210-02	Echo Valley - Jct Hwy 10	12.1	576	2.55	3	2	0	5	1.96	2	0
	Subtotal - Hwy 210	19.3		4.44	6	3	0	9	2.03	3	0
211-01	Dundurn - Blackstrap Lake	7.3	402	1.07	1	0	0	1	0.94	0	0
212-01	Duck Lake - Saskatchewan River	25.5	619	5.76	3	1	0	4	0.69	4	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	22	0	0	22	0.00	0	0
219-01	Danielson Provincial Park	1.6	130	0.08	1	0	0	1	12.93	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	257	2.28	3	0	0	3	1.32	0	0
219-03	Jct Hwy 15 - White Cap FN.	38.0	537	7.45	20	2	0	22	2.81	5	0
219-04	White Cap FN - Saskatoon	31.9	1,454	16.92	36	2	0	38	2.25	3	0
	Subtotal - Hwy 219	95.9		26.72	82	4	0	86	3.22	8	0
220-01	Bulyea - Rowan's Ravine	22.5	194	1.59	3	1	0	4	2.51	2	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	290	0.43	1	0	0	1	2.34	0	0
224-01	Jct Hwy 4 - Goodsoil	47.2	107	1.84	6	1	0	7	3.80	4	0

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Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	298	4.00	5	1	0	6	1.50	2	0
229-00	Hwy 229 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	217	1.32	2	0	0	2	1.52	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	165	0.40	1	0	0	1	2.53	0	0
	Subtotal - Hwy 229	23.2		1.71	4	0	0	4	2.34	0	0
240-01	Jct Hwy 55 - P.A. National Park	40.3	174	2.55	3	1	0	4	1.57	1	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	248	4.51	12	1	0	13	2.88	4	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	179	1.48	14	1	0	15	10.13	1	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	97	0.28	0	1	0	1	3.59	1	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	2.5	85	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	10.4		0.36	0	1	0	1	2.80	1	0
263-01	Jct Hwy 2 - P.A. National Park	18.1	1,027	6.79	16	3	0	19	2.80	5	0
264-01	Jct Hwy 2 - Prince Albert	8.0	710	2.07	2	0	0	2	0.97	0	0
265-01	Jct Hwy 20 - Candle Lake	28.8	384	4.04	7	0	0	7	1.73	0	0
271-00	Hwy 271 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
271-01	Maple Creek - Cypress Hills	43.6	186	2.98	4	0	0	4	1.35	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	120	0.42	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	53.2		3.38	5	0	0	5	1.48	0	0
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	162	1.26	3	0	0	3	2.38	0	0
302-00	Hwy 302 Section Not Known	0.0	0	0.00	9	0	0		0.00	0	0
302-01	S Sask River - Prince Albert	38.4	422	5.92	13	1	0	14	2.37	1	0
302-02	Prince Albert - 30 Km West	26.9	493	4.84	10	1	0	11	2.27	3	0
	Subtotal - Hwy 302	65.3		10.76	32	2	0	34	3.16	4	0
303-00	Hwy 303 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,040	8.71	13	1	0	14	1.51	2	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	1,658	27.61	30	4	1	35	1.27	5	1
	Subtotal - Hwy 303	68.6		36.33	54	5	1	60	1.65	7	1
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	676	12.02	27	4	1	32	2.66	7	1
305-00	Hwy 305 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
305-01	Warman - Jct Hwy 12	6.5	1,887	4.50	4	1	0	5	1.11	1	0
305-02	Jct Hwy 12 - Langham	20.6	742	5.59	12	2	1	15	2.68	3	1
	Subtotal - Hwy 305	27.2		10.09	16	3	1	20	1.98	4	1
306-00	Hwy 306 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
306-01	Jct Hwy 35 - Riceton	39.0	38	0.54	3	0	0	3	5.53	0	0
306-02	Riceton - Jct Hwy 6	27.8	194	1.97	2	1	0	3	1.52	1	0
	Subtotal - Hwy 306	66.8		2.51	5	1	0	6	2.39	1	0
307-00	Hwy 305 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	290	1.88	1	1	0	2	1.06	1	0
307-02	Smiley - Jct Hwy 21	29.3	409	4.37	8	0	0	8	1.83	0	0
	Subtotal - Hwy 307	47.1		6.25	10	1	0	11	1.76	1	0
308-01	Manitoba Border - Jct Hwy 8	14.8	235	1.27	3	0	0	3	2.37	0	0
309-01	Ebenezer - Rhein	18.4	420	2.82	3	0	0	3	1.06	0	0

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2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
310-00	Hwy 310 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
310-01	Balcarres - Ituna	43.3	413	6.52	10	2	0	12	1.84	2	0
310-03	Jct Hwy 52 - Foam Lake	50.9	131	2.44	4	1	0	5	2.05	1	0
310-04	Foam Lake - Kuroki	30.4	336	3.73	2	4	0	6	1.61	5	0
Subtotal - Hwy 310		124.5		12.68	20	7	0	27	2.13	8	0
312-00	Hwy 312 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
312-01	Wakaw - Roslitham	41.1	478	7.18	8	1	0	9	1.25	1	0
312-02	Roslitham - Jct Hwy 12	36.9	712	9.60	12	1	0	13	1.35	2	0
Subtotal - Hwy 312		78.0		16.77	23	2	0	25	1.49	3	0
316-01	Clavet - Hwy 5	16.0	449	2.61	11	1	0	12	4.59	1	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	247	4.23	2	0	0	2	0.47	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	276	4.49	6	2	0	8	1.78	2	0
Subtotal - Hwy 317		91.5		8.72	11	2	0	13	1.49	2	0
318-01	Carnduff - Alida	27.8	292	2.96	7	0	0	7	2.37	0	0
320-01	Jct Hwy 20 - Domremy	26.3	121	1.16	3	1	0	4	3.45	1	0
321-01	Liebertthal - Alberta Border	33.2	421	5.10	9	1	0	10	1.96	3	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	424	4.52	13	2	1	16	3.54	3	1
324-01	Jct Hwy 378 - Mayfair	18.6	84	0.57	4	0	0	4	7.00	0	0
332-01	Jct Hwy 32 - Hazelton	43.9	223	3.57	11	0	0	11	3.08	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	124	2.82	7	1	0	8	2.83	1	0
334-02	Avonlea - Corinne	33.9	417	5.15	7	1	0	8	1.55	1	0
Subtotal - Hwy 334		96.3		7.97	17	2	0	19	2.38	2	0
335-00	Hwy 335 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	470	3.64	6	0	0	6	1.65	0	0
335-02	Jct Hwy 35 - Gronlid	29.4	425	4.56	5	2	1	8	1.76	2	1
Subtotal - Hwy 335		50.6		8.20	11	2	1	14	1.71	2	1
339-01	Avonlea - Jct Hwy 39	50.1	276	5.05	10	0	0	10	1.98	0	0
340-01	Radisson - Halford	30.6	420	4.69	10	0	0	10	2.13	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.8	283	1.22	1	0	0	1	0.82	0	0
342-02	Beechy - Clearwater Lake	43.9	183	2.94	4	0	0	4	1.36	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	246	0.61	0	0	0	0	0.00	0	0
342-04	Jct Hwy 4 - Lacadena	31.2	138	1.56	1	0	0	1	0.64	0	0
342-05	Lacadena - Jct Hwy 44	29.7	92	0.99	1	0	0	1	1.01	0	0
Subtotal - Hwy 342		123.3		7.32	11	0	0	11	1.50	0	0
343-01	Jct Hwy 4 - Simmie	32.9	201	2.42	1	0	0	1	0.41	0	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	220	1.86	4	2	0	6	3.22	3	0
349-11	Jct Hwy 35 - Naicam	32.6	349	4.14	4	0	0	4	0.97	0	0
Subtotal - Hwy 349		55.7		6.00	8	2	0	10	1.67	3	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
350-01	U.S. Border - Jct Hwy 18	16.3	96	0.57	2	0	0	2	3.48	0	0
354-01	Bethune - Dilke	20.6	258	1.94	8	0	0	8	4.12	0	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	274	2.81	4	1	0	5	1.78	1	0
355-02	Spruce Home - 11 km West	17.4	738	4.70	4	0	0	4	0.85	0	0
	Subtotal - Hwy 355	45.5		7.50	9	1	0	10	1.33	1	0
357-01	Togo - Jct Hwy 8	20.4	150	1.12	2	0	0	2	1.79	0	0
358-01	Wood Mountain - Limerick	42.6	195	3.03	7	0	0	7	2.31	0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	66	0.45	1	0	0	1	2.20	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	144	2.50	3	1	0	4	1.60	1	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.4	477	9.12	16	0	1	17	1.86	0	2
	Subtotal - Hwy 361	118.9		12.00	21	1	1	23	1.90	1	2
363-00	Hwy 363 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
363-01	Moose Jaw - Courval	70.6	311	8.01	13	0	0	13	1.62	0	0
363-02	Courval - Hodgeville	57.5	101	2.12	5	0	0	5	2.36	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	230	5.87	19	2	0	21	3.58	2	0
	Subtotal - Hwy 363	198.0		15.00	45	2	0	47	2.94	2	0
364-01	Balgonie - Edgeley	37.3	488	6.64	10	1	0	11	1.66	2	0
365-01	Watrous - Plunkett	35.3	372	4.79	19	1	0	20	4.17	2	0
367-01	Eye Brow - Jct Hwy 19	23.8	195	1.70	1	0	0	1	0.50	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
368-01	Muenster - St. Brieux	56.5	408	8.42	27	4	0	31	3.68	4	0
368-02	St. Brieux - Beatty	33.4	551	6.71	5	1	0	6	0.89	1	0
	Subtotal - Hwy 368	89.9		15.14	40	5	0	45	2.97	5	0
369-01	Jct Hwy 10 - Togo	20.6	79	0.59	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	271	4.11	5	1	0	6	1.46	1	0
373-01	Jct Hwy 42 - Birsay	14.0	128	0.65	0	1	0	1	1.53	1	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	99	1.80	4	0	0	4	2.22	0	0
376-00	Hwy 376 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	237	2.55	9	1	0	10	3.92	4	0
376-02	Arelee - Sonningdale	26.1	84	0.80	3	0	0	3	3.75	0	0
376-03	Sonningdale - Maymont	21.4	198	1.54	6	0	0	6	3.89	0	0
376-04	Maymont - Jct Hwy 40	18.0	138	0.90	3	0	0	3	3.32	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	41	0.39	0	0	0	0	0.00	0	0
	Subtotal - Hwy 376	120.7		6.19	22	1	0	23	3.72	4	0
377-01	Radville - Ceylon	22.9	274	2.28	6	1	0	7	3.06	1	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	246	6.02	22	0	0	22	3.66	0	0
378-02	Rabbit Lake - Spiritwood	41.6	291	4.41	17	0	0	17	3.86	0	0
	Subtotal - Hwy 378	108.6		10.42	47	0	0	47	4.51	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
379-01	McMahon - Wymark	18.4	270	1.81	2	0	0	2	1.10	0	0
381-01	MacNutt - Jct Hwy 8	24.6	79	0.71	2	0	0	2	2.82	0	0
397-01	Allan - Elstow	12.4	760	3.44	8	1	0	9	2.61	1	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	443	8.12	31	1	0	32	3.94	2	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	266	5.38	6	0	0	6	1.12	0	0
903-03	Jct Hwy 965 - End	73.6	167	4.50	2	1	0	3	0.67	2	0
	Subtotal - Hwy 903	179.2		17.99	47	2	0	49	2.72	4	0
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	130	1.43	5	2	0	7	4.89	3	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	95	2.35	5	0	0	5	2.13	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	84	2.43	4	1	0	5	2.05	1	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	92	2.99	2	1	0	3	1.00	1	0
905-04	W. Lodge Access - Henday Lake	32.7	110	1.31	0	0	0	0	0.00	0	0
905-05	Points North - Hawk Rock River	78.3	60	1.72	2	0	0	2	1.17	0	0
905-06	Hawk Rock River - Black Lake	106.7	60	2.34	3	0	0	3	1.28	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	5	2	0	7	6.55	2	0
	Subtotal - Hwy 905	475.6		14.21	25	4	0	25	1.76	4	0
907-01	Jct Hwy 165 - Burnoff Farm	5.5	20	0.04	1	0	0	1	24.91	0	0
908-01	Jct Hwy 155 - End	20.6	340	2.56	1	0	0	1	0.39	0	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	0	0	0	0	0.00	0	0
910-01	Jct Hwy 165 - End	34.1	56	0.69	3	1	0	4	5.79	1	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	150	1.59	0	0	0	0	0.00	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.26	1	0	0	1	3.78	0	0
912-03	Jct Hwy 165 - End	34.8	12	0.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	102.0		0.41	1	0	0	1	2.42	0	0
913-00		0.0	0		1	0	0			0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	56	0.83	1	1	0	2	2.41	1	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	32	0.28	0	1	0	1	3.51	2	0
	Subtotal - Hwy 913	65.2		1.11	2	2	0	4	3.59	3	0
914-00	Hwy 914 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	106	1.93	2	0	0	2	1.03	0	0
914-02	Pinehouse Lake - Bridge (N. Abul)	25.3	40	0.37	1	0	0	1	2.71	0	0
914-03	Churchill River - Key Lake	194.3	30	2.15	1	0	0	1	0.47	0	0
	Subtotal - Hwy 914	269.5		4.45	4	0	0	4	0.90	0	0
915-01	Jct Hwy 102 - Stanley Mission	35.8	160	2.09	5	4	1	11	5.26	6	1
916-00	Hwy 916 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	35	0.53	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921 - Jct Hwy 917	48.7	45	0.80	1	0	0	1	1.25	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	56	0.42	0	0	0	0	0.00	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 913	110.5		1.74	1	0	0	1	0.57	0	0
917-01	Jct Hwy 916 - End	26.5	9	0.08	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN. Bdry - End)	92.4	71	2.39	8	1	0	9	3.77	2	0
919-01	Jct Hwy 21 - Cold River	20.9	60	0.46	0	0	0	0	0.00	0	0
919-02	Cold River - SK Alta Border	34.9	31	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	55.7		0.86	0	0	0	0	0.00	0	0
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	70	0.09	0	0	0	0	0.00	0	0
	Subtotal - Hwy 920	3.5		0.09	0	0	0	0	0.00	0	0
921-01	Hwy 921 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
922-00	Hwy 922 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	30.8	51	0.58	4	1	0	5	8.67	1	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.3	25	0.55	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	92.2		1.13	4	1	0	5	8.67	1	0
924-01	Jct Hwy 55 - Dore Lake	65.3	50	1.19	6	0	0	6	5.04	0	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	148	3.17	9	1	0	10	3.16	1	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	63	0.51	1	2	0	3	5.84	5	0
	Subtotal - Hwy 925	81.0		3.68	11	3	0	14	3.80	6	0
926-01	Jct Hwy 120 - Jct Hwy 969	75.0	31	0.85	3	1	0	4	4.68	2	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	20	0.17	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	12.5	25	0.11	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	0.0	0	0.00	1	0	0	1	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	80	0.24	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	42.2	11	0.16	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	41.4	20	0.30	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.0	61	1.24	5	0	0	5	4.03	0	0
943-00	Hwy 943 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.6	30	0.30	1	0	0	1	3.31	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.6	18	0.23	0	0	0	0	0.00	0	0
	Subtotal - Hwy 943	62.2		0.53	5	0	0	5	3.47	0	0
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	57	0.60	1	1	0	2	3.33	1	0
946-01	23.3 Km S of Jct Hwy 943	21.5	15	0.12	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	2	0	0	2	3.13	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	205	1.95	5	1	1	7	0.00	9	1
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	190	2.25	5	0	0	5	2.22	0	0
954-01	Jct Hwy 26 - End	12.2	108	0.48	2	0	0	2	4.14	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
955-04	La Loche - Cluff Lake	244.9	62	5.59	9	1	0	10	1.79	2	0
956-01	Jct Hwy 155 - Alberta Border	53.9	42	0.82	3	0	0	3	3.66	0	0
962-01	Eldorado - Uranium City	8.4	150	0.46	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	151	2.57	5	2	0	7	2.72	3	0
969-00	Hwy 969 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	240	1.31	0	1	0	1	0.76	1	0
969-02	Jct Hwy 930 - Jct Hwy 165	100.2	50	1.83	4	0	0	4	2.19	0	0
969-03	Jct Hwy 165 - End	38.4	0	0.00	0	0	0	0	0.00	0	0
Subtotal - Hwy 969		153.5		3.14	5	1	0	6	1.91	1	0
982-00	Hwy 982 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	26	0.26	0	0	0	0	0.00	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	28	0.31	0	0	0	0	0.00	0	0
Subtotal - Hwy 982		57.4		0.57	1	0	0	1	1.77	0	0
983-00	Hwy 983 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	28	0.31	2	0	0	2	5.46	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	0	0	0	0	0.00	0	0
Subtotal - Hwy 983		57.0		0.50	2	0	0	2	3.99	0	0
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	14.0	39	0.20	0	0	0	0	0.00	0	0
Other*					103	16	1	120		21	1
GRAND TOTAL		22,501		7,789	10,490	1,205	77	11,772		1,868	86

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics

Table 11.2

Urban communities with a population of 5,000 or more

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Estevan	10,793	262	28	0	290	2.69	38	0
Humboldt	5,608	104	8	1	113	2.01	8	1
Lloydminster	9,763	320	77	0	397	4.07	104	0
Martensville	5,120	41	7	0	48	0.94	8	0
Meadow Lake	6,648	123	6	0	129	1.94	6	0
Melfort	5,890	83	12	0	95	1.61	13	0
Moose Jaw	34,857	928	166	4	1,098	3.15	232	4
Nipawin	5,176	86	9	0	95	1.84	11	0
North Battleford	15,380	403	70	1	474	3.08	99	1
Prince Albert	41,070	1026	179	1	1,206	2.94	243	1
Regina	187,772	6,426	1,227	6	7,659	4.08	1,588	7
Saskatoon	212,593	9,567	1,308	6	10,881	5.12	1,660	6
Swift Current	16,130	376	61	0	437	2.71	87	0
Weyburn	10,088	189	15	0	204	2.02	22	0
Yorkton	17,261	365	75	0	440	2.55	99	0
Total	584,149	20,299	3,248	19	23,566	4.03	4,218	20

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Mr. Greg Wock	(306) 634-1823
Humboldt	Mr. Rod Halyk	(306) 682-2221
Lloydminster	Mr. Adam Homes	(780) 875-2302
Melfort	Mr. Grafield Hnatiuk	(306) 752-5911
Melville	Mr. Owen Green	(306) 728-6865
Moose Jaw	Mr. Ryan Johnson	(306) 694-4473
North Battleford	Mr. Randy Steriloff	(306) 445-1735
Prince Albert	Ms. Keri Sapsford	(306) 953-4900
Regina	Mr. Joseph Otitoju	(306) 777-7749
Saskatoon	Ms. Lee Thomas	(306) 975-2642
Swift Current	Mr. Trevor Feicht	(306) 778-2777
Weyburn	Mr. Blaine Frank	(306) 848-3230
Yorkton	Mr. Kevin Kriger	(306) 786-1733

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation Department.

Traffic Collision Statistics – SECTION 11

2006 Pedestrian Collisions In Urban Communities with a Population of 5,000 or More

Table 11.3

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Estevan	4	0	4	4	0
Humboldt	0	0	0	0	0
Lloydminster	2	0	2	2	0
Martensville	1	0	0	1	0
Meadow Lake	1	0	1	1	0
Melfort	1	0	1	1	0
Moose Jaw	15	1	16	20	1
Nipawin	0	0	0	0	0
North Battleford	13	0	13	15	0
Prince Albert	28	0	28	28	0
Regina	107	1	108	118	1
Saskatoon	110	1	111	124	1
Swift Current	2	0	2	2	0
Weyburn	0	0	0	0	0
Yorkton	8	0	8	10	0
Total	292	3	294	326	3

2006 Bicycle Collisions In Urban Communities with a Population of 5,000 or More

Table 11.4

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	1	0	1	1	0
Humboldt	0	0	0	0	0	0
Lloydminster	0	4	0	4	4	0
Martensville	0	0	0	0	0	0
Meadow Lake	2	1	0	3	1	0
Melfort	0	2	0	2	2	0
Moose Jaw	3	10	0	13	10	0
Nipawin	0	0	0	0	0	0
North Battleford	0	0	0	0	0	0
Prince Albert	2	8	0	10	8	0
Regina	25	48	0	73	48	0
Saskatoon	27	71	0	98	72	0
Swift Current	1	1	0	2	1	0
Weyburn	1	3	0	4	3	0
Yorkton	0	3	0	3	3	0
Total	61	152	0	213	153	0

2006 Alcohol-Involved Collisions In Urban Communities with a Population of 5,000 or More

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	6	0	0	6	0	0
Humboldt	0	0	0	0	0	0
Lloydminster	6	3	0	9	4	0
Martensville	2	0	0	2	0	0
Meadow Lake	5	3	0	8	3	0
Melfort	4	1	0	5	1	0
Moose Jaw	18	12	0	30	21	0
Nipawin	1	1	0	2	1	0
North Battleford	16	6	2	24	9	2
Prince Albert	40	8	0	48	12	0
Regina	174	72	0	246	97	0
Saskatoon	200	53	1	254	94	2
Swift Current	2	2	1	5	3	1
Weyburn	4	1	0	5	2	0
Yorkton	5	2	0	7	2	0
Total	483	164	4	651	249	5

Traffic Collision Statistics – SECTION 11

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed in order of 2006 Collision Frequency

Table 11.6

Saskatoon	Traffic Control	Collisions			Collisions/ 10 mil veh*
		2004	2005	2006	
College Dr & Preston Ave	Traffic Signals	47	62	75	43.72
Ave C & Circle Dr	Traffic Signals	64	71	69	37.29
51st St / Lenore & Wanuskewin / Warman	Traffic Signals	77	90	67	33.50
Idylwyld Dr & 22nd St	Traffic Signals	41	57	61	29.22
51st St & Millar Ave	Traffic Signals	36	58	61	35.71
8th St & Preston Ave	Traffic Signals	36	47	54	31.15
McKercher Dr & 8th St	Traffic Signals	41	44	50	40.05
Circle Dr & Millar Ave	Traffic Signals	49	53	50	20.12
33rd St & Idylwyld Dr	Traffic Signals	42	69	48	25.63
20th & Idylwyld Dr	Traffic Signals	24	23	46	31.74
Central Ave & Attridge Dr	Traffic Signals	38	62	46	29.04
8th St & Cumberland Ave	Traffic Signals	19	50	45	30.52
22nd St & Confederation/Fairlight Dr	Traffic Signals	45	38	39	22.49
8th Ave & Clarence Ave	Traffic Signals	29	39	38	25.27
22nd St & Diefenbaker Dr	Traffic Signals	53	52	38	27.76

Regina

Dewdney Ave & Lewvan Dr	Traffic Signals	55	36	40	23.02
Albert St & Saskatchewan Dr	Traffic Signals	39	32	37	19.07
4th Ave & Lewvan Dr	Traffic Signals	44	34	35	21.56
Broad St & Saskatchewan Dr	Traffic Signals	25	15	33	15.86
Albert St & Dewdney Ave	Traffic Signals	33	33	32	18.67
9th Ave N & Pasqua St / Ring Rd	Traffic Signals	48	25	31	15.83
Park St & Victoria Ave E	Traffic Signals	43	29	31	18.98
Lewvan Dr & Sherwood Dr / Pasqua St	Traffic Signals	20	31	30	20.58
Albert St & Parliament Ave	Traffic Signals	36	29	29	19.31
Albert St & Victoria Ave	Traffic Signals	32	27	27	16.21
Lewvan Dr & Saskatchewan Dr	Traffic Signals	24	23	26	17.20
Prince Of Wales Dr & Victoria Ave	Traffic Signals	21	28	26	14.74
Victoria Ave and Winnipeg St	Traffic Signals	11	22	26	20.05
11th Ave & Albert / Sinton Lane	Traffic Signals	22	33	24	15.48
13th Ave & Lewvan Dr	Traffic Signals	13	28	24	19.76

Prince Albert

6th Ave E & 15th St	Traffic Signals	34	31	31	22.16
2nd Ave W & 15th St	Traffic Signals	29	32	30	22.08
Central Ave & 28th St	Traffic Signals	10	10	25	39.08
6th Ave E & 28th St	Traffic Signals	15	16	20	19.50
2nd Ave W & 28th St	Traffic Signals	22	11	18	14.92
15th Ave E & 15th St	Traffic Signals	9	13	14	28.99
2nd Ave W & 22nd St	Traffic Signals	12	4	11	57.51
Central Ave & 15th St	Traffic Signals	12	9	11	11.76
1st Ave E & 15th St	Traffic Signals	12	8	10	21.93
2nd Ave W & Marquis Rd	Traffic Signals	12	17	10	10.45
1st Ave E & 13th St	Traffic Signals	6	7	9	12.09
6th Ave E & 22nd St	Traffic Signals	20	19	9	10.68
2nd Ave E & 28th St	Traffic Signals	3	7	8	11.24
2nd Ave W & 12th St	Traffic Signals	16	7	8	9.02
6th Ave E & Marquis Rd	Traffic Signals	15	10	8	7.67

* Collisions per 10 million vehicles travelling through the location

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics

Table 11.7

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	772	3	1	0	4	0.52	1	0
Air Ronge	1,676	5	1	0	6	0.36	1	0
Alameda	373	3	0	0	3	0.80	0	0
Allan	788	5	0	0	5	0.63	0	0
Annaheim	284	1	0	0	1	0.35	0	0
Archerwill	345	2	0	0	2	0.58	0	0
Arcola	589	5	2	0	7	1.19	2	0
Asquith	816	5	0	0	5	0.61	0	0
Assiniboia	2,675	39	6	0	45	1.68	6	0
Avonlea	449	3	0	0	3	0.67	0	0
Balcarres	618	5	0	0	5	0.81	0	0
Balgonie	1,646	14	4	0	18	1.09	4	0
Battleford	4,133	45	2	0	47	1.14	2	0
Beauval	1,082	3	2	0	5	0.46	2	0
Beechy	338	1	0	0	1	0.30	0	0
Bengough	470	2	0	0	2	0.43	0	0
Bethune	432	3	0	0	3	0.69	0	0
Bienfait	985	3	1	0	4	0.41	1	0
Big River	1,150	10	1	0	11	0.96	1	0
Biggar	2,410	37	6	0	43	1.78	6	0
Birch Hills	1,235	8	1	0	9	0.73	1	0
Blaine Lake	571	7	1	0	8	1.40	1	0
Borden	397	1	0	0	1	0.25	0	0
Bredenbury	436	4	0	0	4	0.92	0	0
Broadview	626	5	0	0	5	0.80	0	0
Bruno	640	4	1	0	5	0.78	1	0
Buena Vista	447	3	0	0	3	0.67	0	0
Buffalo Narrows	1,368	5	4	0	9	0.66	4	0
Burstall	409	2	0	0	2	0.49	0	0
Cabri	534	4	1	0	5	0.94	1	0
Candle Lake	588	11	3	0	14	2.38	3	0
Canoe Narrows	767	1	0	0	1	0.13	0	0
Canora	2,406	41	1	0	42	1.75	1	0
Canwood	507	6	0	0	6	1.18	0	0
Carievale	302	4	0	0	4	1.32	0	0
Carlyle	1,455	29	2	0	31	2.13	2	0
Carnduff	1,091	16	1	0	17	1.56	1	0
Caronport	1,291	2	1	0	3	0.23	1	0
Carrot River	1,298	9	0	0	9	0.69	0	0
Central Butte	489	4	0	0	4	0.82	0	0
Choiceland	468	8	1	0	9	1.92	1	0
Churchbridge	848	8	0	0	8	0.94	0	0
Clavet	643	7	0	0	7	1.09	0	0
Cochin	288	4	0	0	4	1.39	0	0
Codette	304	1	0	0	1	0.33	0	0
Coleville	320	2	1	0	3	0.94	1	0
Colonsay	508	6	0	0	6	1.18	0	0
Coronach	841	7	0	1	8	0.95	0	1
Craik	482	3	2	0	5	1.04	2	0
Creighton	1,768	19	1	0	20	1.13	1	0
Cudworth	841	8	0	0	8	0.95	0	0
Cumberland House	1,230	8	1	0	9	0.73	1	0
Cupar	652	10	1	0	11	1.69	1	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics

Table 11.7

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Col/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Cut Knife	576	2	0	0	2	0.35	0	0
Dalmeny	1,775	3	1	0	4	0.23	1	0
Davidson	1,153	10	0	0	10	0.87	0	0
Debden	514	6	3	0	9	1.75	3	0
Delisle	1,219	14	1	1	16	1.31	1	1
Denare Beach	773	3	0	0	3	0.39	0	0
Dillon	704	9	0	0	9	1.28	0	0
Dinsmore	361	3	0	0	3	0.83	0	0
Doddsland	252	3	0	0	3	1.19	0	0
Drake	272	3	0	0	3	1.10	0	0
Duck Lake	456	8	1	0	9	1.97	1	0
Dundurn	1,109	5	0	0	5	0.45	0	0
Dysart	291	5	0	0	5	1.72	0	0
Eastend	659	8	0	0	8	1.21	0	0
Eatonia	595	3	0	0	3	0.50	0	0
Edam	481	6	0	0	6	1.25	0	0
Elbow	368	3	0	0	3	0.82	0	0
Elrose	559	6	0	0	6	1.07	0	0
Englefeld	275	1	0	0	1	0.36	0	0
Esterhazy	2,648	26	3	0	29	1.10	3	0
Eston	1,093	15	1	0	16	1.46	1	0
Fillmore	253	2	1	0	3	1.19	1	0
Flin Flon	305	8	0	0	8	2.62	0	0
Foam Lake	1,243	12	2	0	14	1.13	2	0
Fond Du Lac	677	3	0	0	3	0.44	0	0
Fort Qu'Appelle	2,368	48	4	0	52	2.20	4	0
Fox Valley	395	4	1	0	5	1.27	1	0
Frontier	480	1	0	0	1	0.21	0	0
Gainsborough	278	3	0	0	3	1.08	0	0
Glaslyn	456	7	0	0	7	1.54	0	0
Goodsoil	439	2	0	0	2	0.46	0	0
Govan	308	1	0	0	1	0.32	0	0
Gravelbourg	1,281	17	2	0	19	1.48	2	0
Green Lake	579	0	1	0	1	0.17	1	0
Grenfell	1,087	12	0	1	13	1.20	0	1
Gull Lake	1,192	17	0	0	17	1.43	0	0
Hafford	446	2	0	0	2	0.45	0	0
Hague	1,154	5	0	0	5	0.43	0	0
Hanley	610	6	0	0	6	0.98	0	0
Harms	267	1	0	0	1	0.37	0	0
Hepburn	665	3	0	0	3	0.45	0	0
Herbert	799	5	0	0	5	0.63	0	0
Hudson Bay	2,300	32	1	0	33	1.43	1	0
Ile A La Crosse	1,550	6	1	0	7	0.45	1	0
Indian Head	1,909	16	1	1	18	0.94	1	1
Invermay	305	1	2	0	3	0.98	2	0
Ituna	777	4	0	0	4	0.51	0	0
Kamsack	1,957	21	1	0	22	1.12	1	0
Kelvington	1,072	15	0	0	15	1.40	0	0
Kenaston	410	5	0	0	5	1.22	0	0
Kennedy	280	4	0	0	4	1.43	0	0
Kenosee Lake	306	4	0	1	5	1.63	0	1
Kerrobert	1,103	19	1	0	20	1.81	1	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics

Table 11.7

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Kindersley	4,825	112	9	0	121	2.51	9	0
Kinistino	732	6	0	0	6	0.82	0	0
Kipling	1,116	16	1	0	17	1.52	1	0
Kyle	504	5	0	0	5	0.99	0	0
La Loche	2,938	22	6	0	28	0.95	6	0
La Ronge	4,846	45	4	0	49	1.01	4	0
Lafleche	510	2	0	0	2	0.39	0	0
Lampman	722	7	1	0	8	1.11	1	0
Langenburg	1,134	22	1	0	23	2.03	1	0
Langham	1,450	3	1	0	4	0.28	1	0
Lanigan	1,413	17	0	0	17	1.20	0	0
Lashburn	1,109	13	1	0	14	1.26	1	0
Leader	957	9	1	0	10	1.04	1	0
Leask	426	1	0	0	1	0.23	0	0
Lebret	348	2	0	0	2	0.57	0	0
Leoville	410	2	1	0	3	0.73	1	0
Leroy	453	7	1	0	8	1.77	1	0
Loon Lake	412	9	0	0	9	2.18	0	0
Lumsden	2,024	18	1	0	19	0.94	1	0
Luseland	647	7	0	0	7	1.08	0	0
Macklin	1,469	13	1	0	14	0.95	1	0
Maidstone	1,249	22	2	0	24	1.92	2	0
Mankota	283	0	1	0	1	0.35	1	0
Manor	343	4	0	0	4	1.17	0	0
Maple Creek	2,624	43	3	1	47	1.79	3	1
Marsden	365	3	0	0	3	0.82	0	0
Marshall	765	2	1	0	3	0.39	1	0
Maryfield	365	1	0	0	1	0.27	0	0
McLean	351	2	0	0	2	0.57	0	0
Meath Park	346	2	0	0	2	0.58	0	0
Melville	4,531	59	10	0	69	1.52	10	0
Meota	483	1	0	0	1	0.21	0	0
Midale	586	5	1	0	6	1.02	1	0
Middle Lake	371	1	0	0	1	0.27	0	0
Milestone	639	1	0	0	1	0.16	0	0
Montmartre	500	2	0	0	2	0.40	0	0
Moosomin	2,526	40	3	0	43	1.70	3	0
Morse	284	5	0	0	5	1.76	0	0
Mortlach	350	1	0	0	1	0.29	0	0
Mossbank	394	1	0	0	1	0.25	0	0
Muenster	431	0	1	0	1	0.23	1	0
Naicam	872	6	0	0	6	0.69	0	0
Neilburg	534	4	0	0	4	0.75	0	0
Neudorf	317	1	0	0	1	0.32	0	0
Nokomis	450	6	0	0	6	1.33	0	0
Norquay	609	4	0	0	4	0.66	0	0
Odessa	305	2	1	0	3	0.98	1	0
Ogema	365	3	1	0	4	1.10	1	0
Osler	1,176	7	0	0	7	0.60	0	0
Outlook	2,348	31	2	0	33	1.41	2	0
Oxbow	1,294	12	2	0	14	1.08	2	0
Paradise Hill	640	3	0	0	3	0.47	0	0
Patuanak	332	1	0	0	1	0.30	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics

Table 11.7

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Col/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Pelican Narrows	1,741	5	1	0	6	0.34	1	0
Pelly	348	4	0	0	4	1.15	0	0
Pense	581	1	0	0	1	0.17	0	0
Perdue	511	2	0	0	2	0.39	0	0
Pierceland	687	4	0	0	4	0.58	0	0
Pilot Butte	2,207	12	1	0	13	0.59	1	0
Pinehouse Lake	1,075	4	0	0	4	0.37	0	0
Ponteix	627	7	1	0	8	1.28	1	0
Porcupine Plain	1,064	12	0	0	12	1.13	0	0
Preeceville	1,262	14	2	0	16	1.27	2	0
Qu'Appelle	757	7	0	0	7	0.92	0	0
Quill Lake	572	3	1	0	4	0.70	1	0
Radisson	484	4	0	0	4	0.83	0	0
Radville	796	10	0	0	10	1.26	0	0
Raymore	721	7	0	0	7	0.97	0	0
Redvers	991	13	0	1	14	1.41	0	1
Regina Beach	1,271	16	2	0	18	1.42	2	0
Rocanville	990	7	1	0	8	0.81	1	0
Rockglen	468	5	0	0	5	1.07	0	0
Rose Valley	423	8	0	0	8	1.89	0	0
Rosetown	2,611	45	5	1	51	1.95	5	1
Rosthern	1,576	13	1	0	14	0.89	1	0
Rouleau	489	1	0	0	1	0.20	0	0
Saltcoats	582	1	0	0	1	0.17	0	0
Sandy Bay	1,253	2	1	0	3	0.24	1	0
Sedley	378	1	0	0	1	0.26	0	0
Semans	260	2	0	0	2	0.77	0	0
Shaunavon	2,043	14	1	0	15	0.73	1	0
Shell Lake	373	2	0	0	2	0.54	0	0
Shellbrook	1,590	17	2	0	19	1.19	2	0
Silton	433	1	0	0	1	0.23	0	0
Southend	539	1	2	0	3	0.56	2	0
Southey	959	7	0	0	7	0.73	0	0
Spalding	308	2	0	0	2	0.65	0	0
Spiritwood	1,212	11	0	0	11	0.91	0	0
Springside	578	1	1	0	2	0.35	1	0
St Brieux	562	6	0	0	6	1.07	0	0
St Louis	547	4	0	0	4	0.73	0	0
St Walburg	850	11	1	0	12	1.41	1	0
Stanley Mission	855	3	0	0	3	0.35	0	0
Star City	525	5	0	0	5	0.95	0	0
Stockholm	364	1	0	0	1	0.27	0	0
Stony Rapids	1,023	3	1	0	4	0.39	1	0
Stoughton	696	4	0	0	4	0.57	0	0
Strasbourg	870	15	1	0	16	1.84	1	0
Sturgis	687	7	0	0	7	1.02	0	0
Theodore	420	1	0	0	1	0.24	0	0
Tisdale	3,601	68	5	0	73	2.03	5	0
Turnor Lake	517	1	0	0	1	0.19	0	0
Turtleford	602	4	0	0	4	0.66	0	0
Unity	2,421	47	5	0	52	2.15	5	0
Vanscoy	648	2	0	0	2	0.31	0	0
Vibank	485	3	0	0	3	0.62	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics

Table 11.7

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Viscount	319	3	0	0	3	0.94	0	0
Wadena	1,417	22	0	0	22	1.55	0	0
Wakaw	1,053	9	0	0	9	0.85	0	0
Waldeck	370	1	0	0	1	0.27	0	0
Waldheim	1,098	3	1	0	4	0.36	1	0
Wapella	411	4	0	0	4	0.97	0	0
Warman	4,655	49	4	0	53	1.14	4	0
Watrous	2,133	21	3	0	24	1.13	3	0
Watson	889	15	0	0	15	1.69	0	0
Wawola	599	2	0	0	2	0.33	0	0
White City	1,600	10	4	0	14	0.88	4	0
White Fox	530	4	0	0	4	0.75	0	0
Whitewood	994	13	2	0	15	1.51	2	0
Wilkie	1,392	12	0	0	12	0.86	0	0
Willow Bunch	375	2	0	0	2	0.53	0	0
Wollaston Lake	978	2	0	0	2	0.20	0	0
Wolseley	836	9	0	0	9	1.08	0	0
Wynyard	2,109	25	4	0	29	1.38	4	0
Yellow Grass	421	2	0	0	2	0.48	0	0
Young	339	1	0	0	1	0.29	0	0

Totals	217,889	2,152	187	8	2,347	1.08	187	8
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Summary of Urban Collisions

Communities under 250	12,885	219	27	3	249	1.93	27	3
Communities 250 to 5,000	217,889	2,152	187	8	2,347	1.08	187	8
Communities over 5,000	584,149	20,917	3,080	11	24,008	4.11	3,080	11
Total - All Communities	814,923	23,288	3,294	22	26,604	3.26	3,294	22

Populations are based on Saskatchewan Health Services Plan statistics.

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
001 Argyle	222	4.40	26	1	0	27	6.14	12.16	1	0
002 Mount Pleasant	325	8.38	24	4	0	28	3.34	8.62	4	0
003 Enniskillen	383	6.81	37	2	0	39	5.72	10.18	2	0
004 Coalfields	292	7.22	21	3	0	24	3.32	8.22	3	0
005 Estevan	657	7.24	24	3	3	30	4.14	4.57	3	3
006 Cambria	207	3.82	8	1	0	9	2.36	4.35	1	0
007 Souris Valley	287	4.31	8	0	0	8	1.86	2.79	0	0
008 Lake Alma	241	3.65	9	1	0	10	2.74	4.15	1	0
009 Surprise Valley	160	3.84	6	1	0	7	1.82	4.38	1	0
010 Happy Valley	193	1.32	2	0	0	2	1.51	1.04	0	0
011 Hart Butte	215	6.60	7	1	0	8	1.21	3.72	1	0
012 Poplar Valley	284	3.46	8	1	0	9	2.60	3.17	1	0
017 Val Marie	447	5.98	6	0	0	6	1.00	1.34	0	0
018 Lone Tree	149	2.52	5	0	0	5	1.99	3.36	0	0
019 Frontier	239	4.10	7	1	0	8	1.95	3.35	1	0
031 Storthoaks	320	4.46	13	1	0	14	3.14	4.38	1	0
032 Reciprocity	309	8.43	23	1	0	24	2.85	7.77	1	0
033 Moose Creek	310	6.92	8	2	0	10	1.44	3.23	2	0
034 Browning	421	11.73	22	3	0	25	2.13	5.94	3	0
035 Benson	418	8.38	9	1	0	10	1.19	2.39	1	0
036 Cymri	334	14.99	26	3	0	29	1.93	8.68	3	0
037 Lomond	251	8.30	15	2	0	17	2.05	6.77	2	0
038 Laurier	303	6.34	17	1	0	18	2.84	5.94	1	0
039 The Gap	195	3.95	6	0	0	6	1.52	3.08	0	0
040 Bengough	266	6.68	10	0	0	10	1.50	3.76	0	0
042 Willow Bunch	398	5.47	14	1	0	15	2.74	3.77	1	0
043 Old Post	323	5.56	17	0	0	17	3.06	5.26	0	0
044 Waverley	287	5.67	17	0	0	17	3.00	5.92	0	0
045 Mankota	431	4.67	11	1	0	12	2.57	2.78	1	0
046 Glen McPherson	107	1.89	0	0	0	0	0.00	0.00	0	0
049 White Valley	442	9.95	29	2	0	31	3.11	7.01	2	0
051 Reno	320	6.15	17	1	0	18	2.93	5.63	1	0
061 Antler	473	9.35	16	3	0	19	2.03	4.02	3	0
063 Moose Mountain	412	8.17	26	1	0	27	3.31	6.55	1	0
064 Brock	231	8.78	27	2	0	29	3.30	12.55	2	0
065 Tecumseh	276	6.23	21	1	0	22	3.53	7.97	1	0
066 Griffin	327	8.09	12	0	0	12	1.48	3.67	0	0
067 Weyburn	610	8.43	28	4	0	32	3.79	5.25	4	0
068 Brokenshell	295	3.81	6	0	0	6	1.58	2.03	0	0
069 Norton	212	4.41	5	1	0	6	1.36	2.83	1	0
070 Key West	314	5.71	7	1	0	8	1.40	2.55	1	0
071 Excel	518	6.39	9	0	1	10	1.57	1.93	0	1
072 Lake of The Rivers	236	6.65	11	0	0	11	1.65	4.66	0	0
073 Stonehenge	411	6.35	9	1	0	10	1.58	2.43	1	0
074 Wood River	270	4.99	10	0	0	10	2.01	3.70	0	0
075 Pinto Creek	189	4.36	11	0	0	11	2.52	5.82	0	0
076 Auvergne	290	5.63	18	2	0	20	3.55	6.90	2	0
077 Wise Creek	219	3.11	5	1	0	6	1.93	2.74	1	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
078 Grassy Creek	254	4.10	13	0	0	13	3.17	5.12	0	0
079 Arlington	289	5.54	10	1	0	11	1.98	3.81	1	0
091 Maryfield	328	5.59	14	2	0	16	2.86	4.88	2	0
092 Walpole	338	7.74	15	0	0	15	1.94	4.44	0	0
093 Wawken	370	6.35	23	2	0	25	3.94	6.76	2	0
094 Hazelwood	255	8.34	4	2	0	6	0.72	2.35	2	0
095 Golden West	333	7.48	15	1	0	16	2.14	4.80	1	0
096 Fillmore	229	7.89	15	0	0	15	1.90	6.55	0	0
097 Wellington	293	4.58	9	1	0	10	2.18	3.41	1	0
098 Scott	164	5.28	6	1	0	7	1.33	4.27	1	0
099 Caledonia	262	3.92	2	0	0	2	0.51	0.76	0	0
100 Elmsthorpe	236	4.92	13	1	0	14	2.84	5.93	1	0
101 Terrell	239	4.26	6	1	0	7	1.64	2.93	1	0
102 Lake Johnston	132	3.45	10	1	0	11	3.19	8.33	1	0
103 Sutton	248	5.82	0	1	0	1	0.17	0.40	1	0
104 Gravelbourg	324	4.51	5	2	0	7	1.55	2.16	2	0
105 Glen Bain	252	3.78	3	0	0	3	0.79	1.19	0	0
106 Whiska Creek	422	4.24	12	0	0	12	2.83	2.84	0	0
107 Lac Pelletier	328	4.57	7	3	0	10	2.19	3.05	3	0
108 Bone Creek	334	5.37	10	0	0	10	1.86	2.99	0	0
109 Carmichael	466	4.77	6	2	0	8	1.68	1.72	2	0
110 Piapot	347	7.91	17	1	0	18	2.27	5.19	1	0
111 Maple Creek	865	13.48	36	5	0	41	3.04	4.74	5	0
121 Moosomin	373	7.43	12	1	1	14	1.88	3.75	1	1
122 Martin	280	8.12	12	1	0	13	1.60	4.64	1	0
123 Silverwood	460	8.75	4	1	0	5	0.57	1.09	1	0
124 Kingsley	390	9.09	16	5	0	21	2.31	5.38	5	0
125 Chester	371	6.51	23	0	0	23	3.54	6.20	0	0
126 Montmartre	437	9.57	18	1	0	19	1.98	4.35	1	0
127 Francis	580	9.76	13	4	0	17	1.74	2.93	4	0
128 Lajord	908	7.44	10	2	1	13	1.75	1.43	2	1
129 Bratt's Lake	160	6.19	6	2	0	8	1.29	5.00	2	0
130 Redburn	220	5.89	13	0	0	13	2.21	5.91	0	0
131 Baidon	379	6.30	8	1	0	9	1.43	2.37	1	0
132 Hillsborough	64	1.00	1	0	0	1	1.00	1.56	0	0
133 Rodgers	105	2.72	2	0	0	2	0.74	1.90	0	0
134 Shamrock	177	3.41	4	0	0	4	1.17	2.26	0	0
135 Lawtonia	276	4.14	8	0	0	8	1.93	2.90	0	0
136 Coulee	369	4.86	7	0	0	7	1.44	1.90	0	0
137 Swift Current	1,210	9.26	23	2	0	25	2.70	2.07	2	0
138 Webb	376	7.57	12	3	1	16	2.11	4.26	3	1
139 Gull Lake	187	5.16	17	0	0	17	3.29	9.09	0	0
141 Big Stick	138	3.90	6	2	0	8	2.05	5.80	2	0
142 Enterprise	156	7.96	5	1	0	6	0.75	3.85	1	0
151 Rocanville	455	6.93	15	1	0	16	2.31	3.52	1	0
152 Spy Hill	327	5.26	18	1	0	19	3.62	5.81	1	0
153 Willowdale	281	5.93	10	0	0	10	1.69	3.56	0	0
154 Elcapo	492	9.20	20	5	0	25	2.72	5.08	5	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
155 Wolseley	410	7.96	15	0	0	15	1.89	3.66	0	0
156 Indian Head	266	8.36	15	1	0	16	1.91	6.02	1	0
157 South Qu'Appelle	779	7.16	14	1	0	15	2.09	1.93	1	0
158 Edenwold	2,743	15.61	39	7	0	46	2.95	1.68	7	0
159 Sherwood	362	24.95	54	17	0	71	2.85	19.61	17	0
160 Pense	387	10.35	16	8	0	24	2.32	6.20	8	0
161 Moose Jaw	458	9.03	15	1	0	16	1.77	3.49	1	0
162 Caron	421	4.70	12	1	0	13	2.76	3.09	1	0
163 Wheatlands	145	4.27	7	1	0	8	1.87	5.52	1	0
164 Chaplin	115	2.39	4	0	0	4	1.67	3.48	0	0
165 Morse	396	8.82	10	1	0	11	1.25	2.78	1	0
166 Excelsior	727	9.60	15	3	0	18	1.88	2.48	3	0
167 Saskatchewan Landing	348	5.52	4	1	0	5	0.91	1.44	1	0
168 Riverside	427	10.46	13	0	0	13	1.24	3.04	0	0
169 Pittville	206	6.30	16	0	0	16	2.54	7.77	0	0
171 Fox Valley	331	5.85	8	3	0	11	1.88	3.32	3	0
181 Langenburg	553	7.74	15	3	0	18	2.32	3.25	3	0
183 Fertile Belt	714	9.98	36	4	1	41	4.11	5.74	4	1
184 Grayson	437	6.54	15	1	0	16	2.45	3.66	1	0
185 McLeod	505	4.86	13	3	0	16	3.29	3.17	3	0
186 Abernethy	325	6.73	17	2	0	19	2.82	5.85	2	0
187 North Qu'Appelle	396	7.80	19	4	0	23	2.95	5.81	4	0
189 Lumsden	773	13.68	37	5	0	42	3.07	5.43	5	0
190 Dufferin	437	5.89	19	2	0	21	3.57	4.81	2	0
191 Marquis	236	4.43	5	2	0	7	1.58	2.97	2	0
193 Eyebrow	177	4.91	7	1	0	8	1.63	4.52	1	0
194 Enfield	274	5.59	5	0	0	5	0.89	1.82	0	0
211 Churchbridge	599	7.15	14	1	0	15	2.10	2.50	1	0
213 Saltcoats	588	7.75	20	0	0	20	2.58	3.40	0	0
214 Cana	764	5.72	23	1	0	24	4.19	3.14	1	0
215 Stanley	472	6.91	17	1	0	18	2.60	3.81	1	0
216 Tullymet	248	3.72	3	0	0	3	0.81	1.21	0	0
217 Lipton	324	6.23	16	2	0	18	2.89	5.56	2	0
218 Cupar	430	8.07	7	1	0	8	0.99	1.86	1	0
219 Longlaketon	646	10.93	17	1	0	18	1.65	2.79	1	0
220 McKillop	372	6.77	24	1	0	25	3.69	6.72	1	0
221 Sarnia	223	7.69	16	1	0	17	2.21	7.62	1	0
222 Craik	247	6.29	12	0	0	12	1.91	4.86	0	0
223 Huron	186	3.85	5	0	0	5	1.30	2.69	0	0
224 Maple Bush	148	4.25	8	1	0	9	2.12	6.08	1	0
225 Canaan	133	3.40	9	1	1	11	3.23	8.27	1	1
226 Victory	412	4.49	14	0	0	14	3.12	3.40	0	0
228 Lacadena	554	9.64	20	2	0	22	2.28	3.97	2	0
229 Miry Creek	374	9.36	25	2	0	27	2.89	7.22	2	0
230 Clinworth	216	5.41	6	3	0	9	1.66	4.17	3	0
231 Happyland	286	8.40	19	1	0	20	2.38	6.99	1	0
232 Deer Forks	192	4.07	5	2	0	7	1.72	3.65	2	0
241 Calder	338	4.31	4	0	1	5	1.16	1.48	0	1

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
243 Wallace	665	7.61	7	2	0	9	1.18	1.35	2	0
244 Orkney	797	8.92	21	1	0	22	2.47	2.76	1	0
245 Garry	344	5.75	5	0	0	5	0.87	1.45	0	0
246 Ituna Bon Accord	387	5.46	15	0	1	16	2.93	4.13	0	1
247 Kellogg	357	7.02	9	2	0	11	1.57	3.08	2	0
248 Touchwood	220	6.02	3	0	0	3	0.50	1.36	0	0
250 Last Mountain Valley	278	6.23	18	1	0	19	3.05	6.83	1	0
251 Big Arm	225	4.70	17	0	0	17	3.62	7.56	0	0
252 Arm River	219	7.78	14	1	0	15	1.93	6.85	1	0
253 Willner	227	5.19	4	1	0	5	0.96	2.20	1	0
254 Loreburn	290	5.59	9	2	0	11	1.97	3.79	2	0
255 Coteau	404	5.33	11	0	0	11	2.06	2.72	0	0
256 King George	195	2.79	4	1	0	5	1.79	2.56	1	0
257 Monet	432	6.54	11	1	0	12	1.84	2.78	1	0
259 Snipe Lake	396	7.53	9	4	0	13	1.73	3.28	4	0
260 Newcombe	271	5.34	2	0	0	2	0.37	0.74	0	0
261 Chesterfield	374	9.26	24	2	0	26	2.81	6.95	2	0
271 Cote	442	4.36	11	1	0	12	2.75	2.71	1	0
273 Sliding Hills	438	6.62	2	0	0	2	0.30	0.46	0	0
274 Good Lake	483	7.03	9	2	1	12	1.71	2.48	2	1
275 Insinger	385	6.09	9	1	0	10	1.64	2.60	1	0
276 Foam Lake	585	10.48	16	1	0	17	1.62	2.91	1	0
277 Emerald	584	6.90	9	1	0	10	1.45	1.71	1	0
279 Mount Hope	610	13.55	19	4	0	23	1.70	3.77	4	0
280 Wrexford	181	3.98	10	1	0	11	2.76	6.08	1	0
281 Wood Creek	248	5.06	14	1	0	15	2.97	6.05	1	0
282 McCraney	319	5.39	4	1	0	5	0.93	1.57	1	0
283 Rosedale	416	7.79	15	2	0	17	2.18	4.09	2	0
284 Rudy	331	5.90	12	1	0	13	2.20	3.93	1	0
285 Fertile Valley	455	5.76	8	0	0	8	1.39	1.76	0	0
286 Milden	197	4.57	13	1	0	14	3.07	7.11	1	0
287 St. Andrews	459	7.27	17	0	0	17	2.34	3.70	0	0
288 Pleasant Valley	358	4.27	4	2	0	6	1.41	1.68	2	0
290 Kindersley	734	14.35	45	5	0	50	3.48	6.81	5	0
292 Milton	135	4.92	6	1	0	7	1.42	5.19	1	0
301 St. Philips	246	3.65	5	0	0	5	1.37	2.03	0	0
303 Keys	304	4.88	5	1	1	7	1.43	2.30	1	1
304 Buchanan	388	5.16	6	2	0	8	1.55	2.06	2	0
305 Inveay	665	5.67	14	1	0	15	2.65	2.65	1	0
307 Elfros	423	6.07	7	0	0	7	1.15	1.65	0	0
308 Big Quill	558	8.88	13	3	0	16	1.80	2.87	3	0
309 Prairie Rose	243	5.67	6	1	1	8	1.41	3.29	1	1
310 Osborne	575	10.77	30	5	0	35	3.25	6.09	5	0
312 Morris	326	9.24	27	0	0	27	2.92	8.28	0	0
313 Lost River	167	5.49	4	0	0	4	0.73	2.40	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
314 Dundurn	331	5.15	15	1	0	16	3.11	4.83	1	0
315 Montrose	288	6.69	5	0	0	5	0.75	1.74	0	0
316 Harris	171	4.88	14	0	0	14	2.87	8.19	0	0
317 Marriott	364	4.93	4	0	0	4	0.81	1.10	0	0
318 Mountain View	219	4.80	7	0	0	7	1.46	3.20	0	0
319 Winslow	264	7.97	12	2	0	14	1.76	5.30	2	0
320 Oakdale	232	8.90	15	2	0	17	1.91	7.33	2	0
321 Prainedale	225	6.23	11	0	0	11	1.76	4.89	0	0
322 Antelope Park	163	3.62	9	1	0	10	2.76	6.13	1	0
331 Livingston	351	7.05	7	2	0	9	1.28	2.56	2	0
333 Clayton	601	8.89	13	3	0	16	1.80	2.66	3	0
334 Preeceville	797	10.02	33	1	0	34	3.39	4.27	1	0
335 Hazel Dell	617	7.21	21	2	0	23	3.19	3.73	2	0
336 Sasman	779	10.12	13	3	0	16	1.58	2.05	3	0
337 Lakeview	366	6.56	12	1	0	13	1.98	3.55	1	0
338 Lakeside	334	5.91	23	2	0	25	4.23	7.49	2	0
339 LeRoy	497	10.62	25	1	0	26	2.45	5.23	1	0
340 Wolverine	391	6.52	9	3	0	12	1.84	3.07	3	0
341 Viscount	341	6.29	10	2	0	12	1.91	3.52	2	0
342 Colonsay	559	4.34	9	1	0	10	2.31	1.79	1	0
343 Blucher	543	9.70	24	3	1	28	2.89	5.16	3	1
344 Coan Park	210	62.42	183	19	1	203	3.25	96.67	19	1
345 Vanscoy	1,615	14.32	56	6	0	62	4.33	3.84	6	0
346 Perdue	361	5.87	10	0	0	10	1.70	2.77	0	0
347 Biggar	796	7.65	26	2	0	28	3.66	3.52	2	0
349 Grandview	344	4.67	8	0	0	8	1.71	2.33	0	0
350 Mariposa	201	3.56	9	2	0	11	3.09	5.47	2	0
351 Progress	243	7.94	17	3	0	20	2.52	8.23	3	0
352 Heart's Hill	263	8.24	12	1	0	13	1.58	4.94	1	0
366 Kelvington	405	7.25	14	1	0	15	2.07	3.70	1	0
367 Ponass Lake	495	8.34	13	2	0	15	1.80	3.03	2	0
368 Spalding	431	9.21	15	4	0	19	2.06	4.41	4	0
369 St. Peter	679	10.97	18	1	0	19	1.73	2.80	1	0
370 Humboldt	689	8.78	22	3	0	25	2.85	3.63	3	0
371 Bayne	452	7.84	9	1	0	10	1.28	2.21	1	0
372 Grant	393	5.94	6	1	0	7	1.18	1.78	1	0
373 Aberdeen	388	7.55	17	5	0	22	2.91	5.67	5	0
376 Eagle Creek	409	5.20	14	0	0	14	2.69	3.42	0	0
377 Glenside	264	4.30	8	1	0	9	2.09	3.41	1	0
378 Rosemount	301	2.80	6	0	0	6	2.14	1.99	0	0
379 Reford	289	5.14	4	2	0	6	1.17	2.08	2	0
380 Tramping Lake	288	3.37	3	2	0	5	1.48	1.74	2	0
381 Grass Lake	412	7.16	8	1	0	9	1.26	2.18	1	0
382 Eye Hill	483	9.92	21	3	2	26	2.62	5.38	3	2
394 Hudson Bay	977	6.40	19	0	0	19	2.97	1.94	0	0
395 Porcupine	770	13.09	37	3	0	40	3.06	5.19	3	0
397 Barrier Valley	347	4.49	19	4	0	23	5.12	6.63	4	0
398 Pleasantdale	507	7.27	22	0	0	22	3.03	4.34	0	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
399 Lake Lenore	421	7.66	17	1	0	18	2.35	4.28	1	0
400 Three Lakes	451	8.54	9	2	0	11	1.29	2.44	2	0
401 Hoodoo	494	8.16	20	3	0	23	2.82	4.66	3	0
402 Fish Creek	264	4.80	2	3	0	5	1.04	1.89	3	0
403 Rosthern	1,204	11.01	32	0	1	33	3.00	2.74	0	1
404 Laird	726	8.06	14	0	0	14	1.74	1.93	0	0
405 Great Bend	339	5.86	4	0	0	4	0.68	1.18	0	0
406 Mayfield	359	3.29	6	0	0	6	1.82	1.67	0	0
409 Buffalo	478	9.36	9	4	0	13	1.39	2.72	4	0
410 Round Valley	293	4.76	16	1	0	17	3.57	5.80	1	0
411 Senlac	191	5.36	23	0	1	24	4.48	12.57	0	1
426 Bjorkdale	613	10.02	34	2	0	36	3.59	5.87	2	0
427 Tisdale	813	7.35	21	0	0	21	2.86	2.58	0	0
428 Star City	735	8.78	6	1	0	7	0.80	0.95	1	0
429 Flett's Springs	548	9.37	6	2	0	8	0.85	1.46	2	0
430 Invergordon	336	6.45	5	0	1	6	0.93	1.79	0	1
431 St. Louis	836	7.68	14	0	0	14	1.82	1.67	0	0
434 Blaine Lake	265	4.85	7	0	0	7	1.44	2.64	0	0
435 Redberry	356	6.39	16	2	0	18	2.81	5.06	2	0
436 Douglas	312	5.37	9	1	0	10	1.86	3.21	1	0
437 North Battleford	463	5.50	19	2	0	21	3.82	4.54	2	0
438 Battle River	791	9.01	27	6	0	33	3.66	4.17	6	0
439 Cut Knife	361	7.76	13	3	0	16	2.06	4.43	3	0
440 Hillsdale	449	10.41	11	0	0	11	1.06	2.45	0	0
442 Manitou Lake	435	10.18	19	3	0	22	2.16	5.06	3	0
456 Arborfield	372	6.49	15	0	0	15	2.31	4.03	0	0
457 Connaught	3,895	6.37	5	1	0	6	0.94	0.15	1	0
458 Willow Creek	704	6.81	7	0	0	7	1.03	0.99	0	0
459 Kinistino	611	13.36	23	6	0	29	2.17	4.75	6	0
460 Birch Hills	544	7.15	7	0	1	8	1.12	1.47	0	1
461 Prince Albert	1,292	11.71	24	4	0	28	2.39	2.17	4	0
463 Duck Lake	746	5.19	12	0	0	12	2.31	1.61	0	0
464 Leask	545	11.30	23	3	0	26	2.30	4.77	3	0
466 Meeting Lake	387	5.19	17	0	0	17	3.28	4.39	0	0
467 Round Hill	293	4.87	12	0	0	12	2.47	4.10	0	0
468 Meota	504	6.58	22	2	0	24	3.65	4.76	2	0
469 Turtle River	341	7.14	27	2	0	29	4.06	8.50	2	0
470 Paynton	199	5.26	8	0	0	8	1.52	4.02	0	0
471 Eldon	551	21.95	22	5	0	27	1.23	4.90	5	0
472 Wilton	1,242	25.59	50	11	0	61	2.38	4.91	11	0
486 Moose Range	922	10.18	28	1	0	29	2.85	3.15	1	0
487 Nipawin	780	10.17	20	1	0	21	2.06	2.69	1	0
488 Torch River	1,208	15.68	54	2	0	56	3.57	4.64	2	0
490 Garden River	438	5.91	8	0	0	8	1.35	1.83	0	0
491 Buckland	1,935	11.11	35	5	1	41	3.69	2.12	5	1
493 Shellbrook	1,296	12.40	37	6	0	43	3.47	3.32	6	0
494 Canwood	1,176	19.05	50	10	1	61	3.20	5.19	10	1
496 Spiritwood	1,021	16.03	59	8	0	67	4.18	6.56	8	0

Traffic Collision Statistics – SECTION 11

2006 Traffic Collision Statistics by Rural Municipality

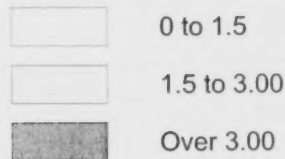
Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Acc/ MvKm	Acc/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
497 Medstead	421	6.05	22	1	0	23	3.80	5.46	1	0
498 Parkdale	475	8.49	35	0	0	35	4.12	7.37	0	0
499 Mervin	1,229	18.03	63	6	0	69	3.83	5.61	6	0
501 Frenchman Butte	1,162	13.07	54	6	1	61	4.67	5.25	6	1
502 Britannia	1,113	19.52	46	5	0	51	2.61	4.58	5	0
520 Paddockwood	535	8.94	28	2	0	30	3.35	5.61	2	0
521 Lakeland	1,095	1.94	12	2	0	14	7.21	1.28	2	0
555 Big River	584	5.28	30	5	0	35	6.63	5.99	5	0
561 Loon Lake	568	7.91	32	0	0	32	4.05	5.63	0	0
588 Meadow Lake	1,768	19.11	59	1	0	60	3.14	3.39	1	0
622 Beaver River	791	7.82	48	3	0	51	6.53	6.45	3	0
Totals	134,555	2,184	4,699	495	25	5,219	2.39	3.88	495	25

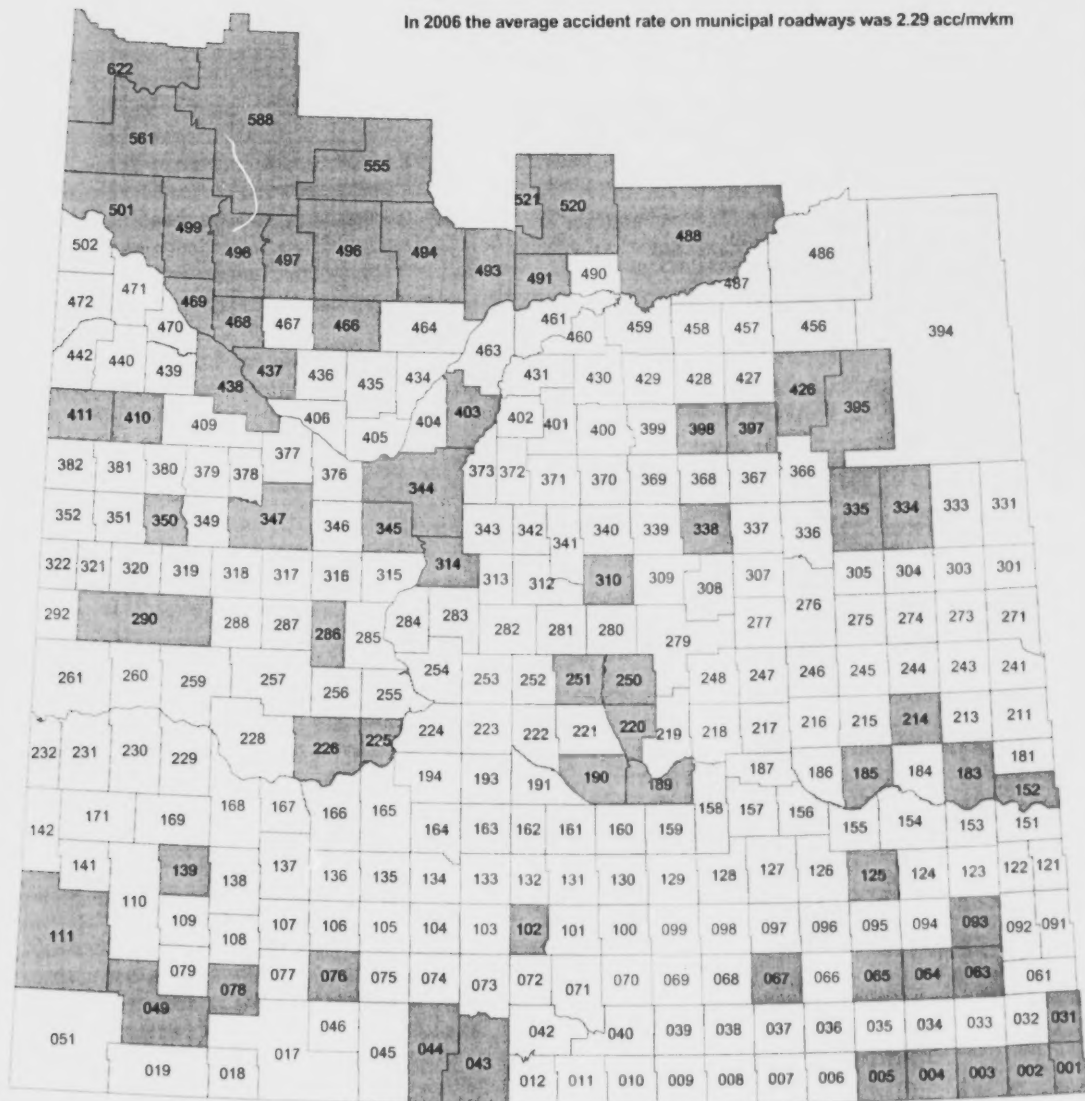
Traffic Collision Statistics – SECTION 11

2006 Traffic Accident Rates by Rural Municipality

Legend



In 2006 the average accident rate on municipal roadways was 2.29 acc/mvkm

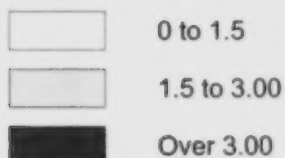


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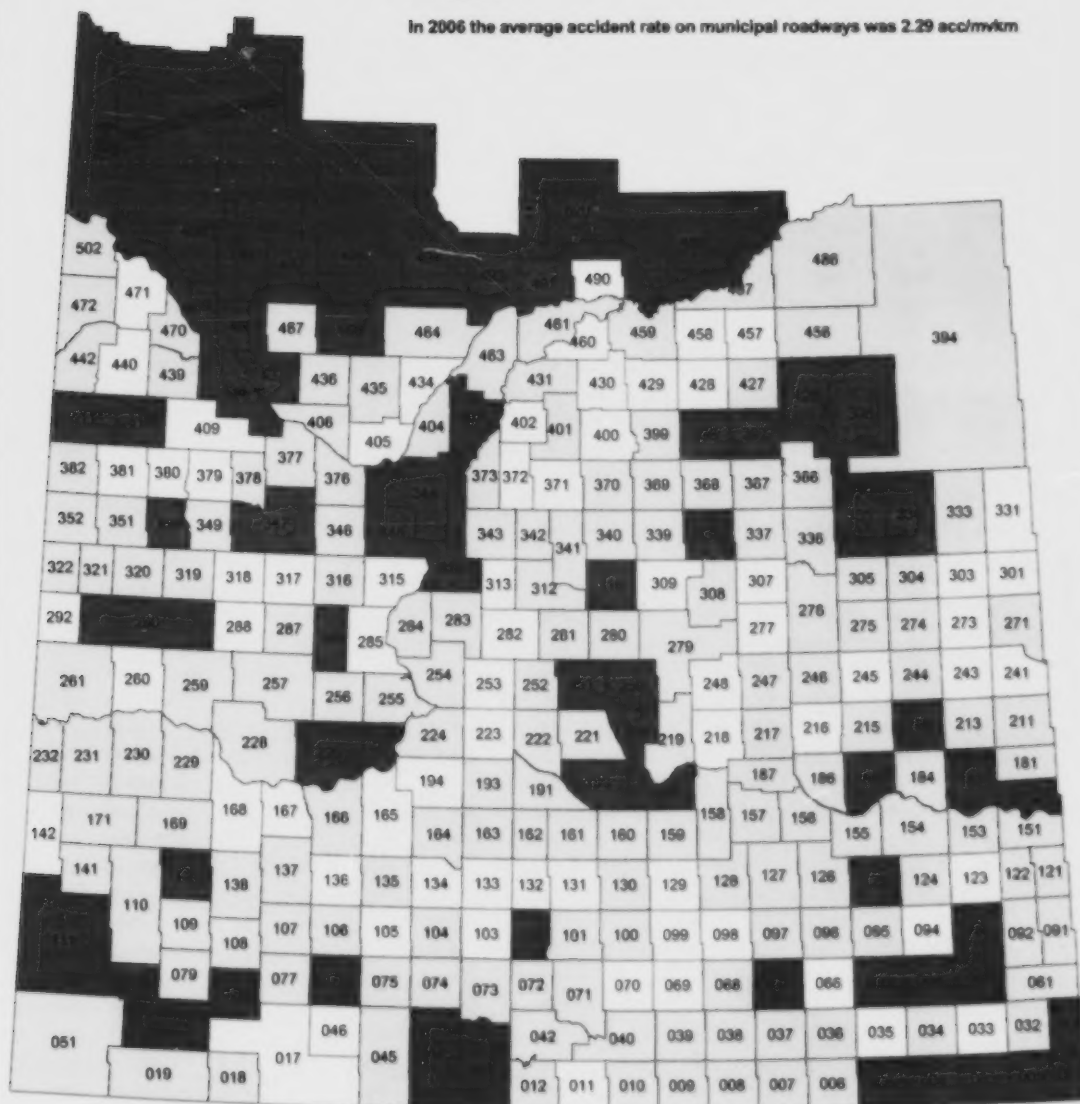
Traffic Collision Statistics – SECTION 11

2006 Traffic Accident Rates by Rural Municipality

Legend



In 2006 the average accident rate on municipal roadways was 2.29 acc/mv/km



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Other Provinces

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Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision (RSV) 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of RSV 2010 are to:

- raise public awareness of road safety issues
- improve communication, cooperation and collaboration among safety agencies
- enhance enforcement measures
- improve national collision data quality and collection

The national target for RSV 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seatbelts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in RSV 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of RSV 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of the RSV 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or checking their website at www.tc.gc.ca/roadsafety.

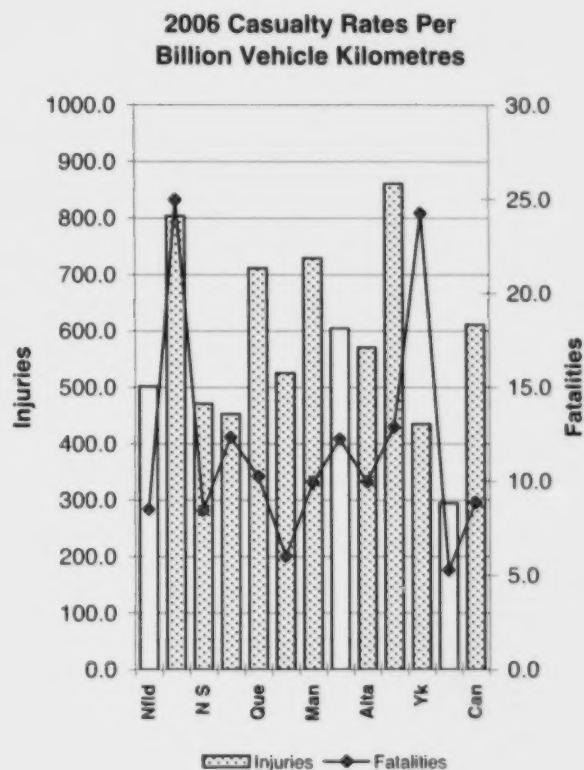
Other Provinces – SECTION 12

Table 12.1

Collisions and Casualties in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,283	280,605
1988	193,704	4,154	278,820
1989	196,246	4,238	285,178
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,823
1993	171,227	3,615	247,594
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	156,645	3,062	227,320
1997	150,155	3,033	217,403
1998	148,188	2,911	213,304
1999	151,295	2,984	218,437
2000	155,842	2,927	222,830
2001	151,393	2,776	216,441
2002	156,444	2,932	222,706
2003	152,960	2,768	216,089
2004	147,686	2,722	206,232
2005	148,162	2,905	204,751
2006	147,360	2,889	199,336

Figure 12.1



1998 - 2006/2007 Seatbelt Use in Canada by Province/Territory (% of All Occupants Wearing Seatbelts in Light-Duty Vehicles*)

Table 12.2

Province	1998	1999	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007
Newfoundland	86.4	82.9	92.7	92.1	86.3	82.5	87	87.2	86.5
Prince Edward Island	82.7	88.5	85.7	86.7	76.7	78.1	81.4	88.2	97.9
Nova Scotia	88.5	86.6	86.5	88.0	90.5	89.4	88.7	91.0	92.2
New Brunswick	87.9	85.9	91.5	91.4	90.6	88.8	85.9	87.2	91.5
Quebec	92.3	93	91.4	89	91.2	93.3	90.9	91.1	93
Ontario	89.1	91.0	91.7	92.5	85.1	86.5	92.1	92.1	92.8
Manitoba	84.4	85.3	84.2	82.3	80.8	85.3	92.1	91.3	89.1
Saskatchewan	89.7	88.2	90.0	91.7	85.7	85.9	93.7	92.9	93.5
Alberta	82.4	89.3	87.2	84.9	77.3	84.9	82.9	83.4	88.9
British Columbia	89.7	89.2	88.7	90.8	79.7	83.2	91.6	91.7	94.8
Yukon	82.1	82.1	79.3	78.1	53.9	85.1	81.5	86.9	82.9
Northwest Territories	52.6	61.1	60.7	62.7	77.1	77.3	75.1	80.2	88.0
Nunavut	NA	NA	NA	13.4	22.9	21.8	NA	NA	NA
Canada	88.7	90.1	90.1	89.9	85.0	87.4	90.5	90.8	92.5

* Light-duty vehicles include passenger cars, passenger vans and light trucks.

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003 the survey results are an estimate of **both urban and rural** areas over a two year period.

Other Provinces – SECTION 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

<p>Paula Manning Maintenance Div., Dept. of Transportation and Works. Govt. of Newfoundland and Labrador 6th Fl., Confederation Bldg West St. John's, NEWFOUNDLAND A1B 4J6 Phone: 709-729-5358 Fax: 709-729-6934 E-mail: ManningP@gov.nl.ca</p>	<p>Paul J. Smith Road Safety Engineer Transportation & Public Works 4th Floor, Johnson Bldg, 1672 Granville St Halifax, NOVA SCOTIA B3J 2N2 Phone: 902-424-3134 Fax: 902-424-0571 E-mail: smithpj@gov.ns.ca</p>
<p>Cathy O'Shea Maintenance and Traffic Branch Dept. of Transportation P.O. Box 6000, King's Place 2nd Floor Fredricton, NEW BRUNSWICK E3B 5H1 Phone: 506-453-2213 Fax: 506-457-7278 E-mail: Cathy.O'SHEA@gnb.ca</p>	<p>Audrey Mayhew Highway Safety and Information Technology Dept. of Transp. & Public Works P.O. Box 2000 Charlottetown, PRINCE EDWARD ISLAND C1A 7N8 Phone: 902-368-5214 Fax: 902-368-6269 E-mail: ammayhew@gov.pe.ca</p>
<p>Fernand Pichette Societe de l'assurance automobile du Quebec 333, boul. Jean-Lesage, N 6.4 Quebec, QUEBEC G1K 8J6 Phone: 418-528-4074 Fax: 418-646-1003 E-mail: fernand.pichette@saaq.gouv.qc.ca</p>	<p>Cristina Ilas Ministry of Transportation Bldg A, Rm 212, 1201 Wilson Ave. Downsview, ONTARIO M3M 1J8 Phone: 416-235-3407 Fax: 416-235-3633 E-mail: Cristina.Ilas@ontario.ca</p>
<p>Darlene Romani Senior Research Analyst Driver and Vehicle Licencing 1075 Portage Avenue, Box 6300 Winnipeg, MANITOBA R3C 4A4 Phone: 204-985-1877 Fax: 204-954-5397 E-mail: dromani@mpi.mb.ca</p>	<p>Kathryn Harris Traffic Safety Program Evaluation, Auto Fund Div., SGI 4th Floor, 2260-11th Avenue Regina, SASKATCHEWAN S4P 2N7 Phone: 306-751-1341 Fax: 306-352-3154 E-mail: kharris@sgi.sk.ca</p>
<p>Liz Owens Alberta Transp. Safety Branch Main Floor, Twin Atria Building 4999 - 98th Avenue Edmonton, ALBERTA T6B 2X3 Phone: 780-427-6775 Fax: 780-422-3682 E-mail: liz.owens@gov.ab.ca</p>	<p>Wayne Meckle Analysis and Evaluation Specialist Insurance Corporation of British Columbia 910 Government Street Victoria, BRITISH COLUMBIA V8W 3Y8 Phone: 250-414-7925 Fax: 250-978-8025 E-mail: wayne.meckle@icbc.com</p>
<p>Kelley Merilees-Keppel Manager, Driver and Vehicle Licensing Programs 4510 Franklin Ave. P.O. Box 1320 Yellowknife, NORTHWEST TERRITORIES X1A 2L9 Phone: 867-920-8915 Fax: 867-873-0288 E-mail: kelley_merilees-keppel@gov.nt.ca</p>	<p>Sherilyn Gattie Yukon Community and Transportation Ser. P.O. Box 2703 Whitehorse, YUKON Y1A 2C6 Phone: 867-667-8217 Fax: 867-393-6220 E-mail: sgattie@gov.yk.ca</p>
<p>Aline Chouinard Chief, Evaluation & Data Systems Transport Canada - Road Safety, ASFCC 330 Sparks Street, Tower 'C' Ottawa, ONTARIO K1A 0N5 Phone: 613-998-1941 Fax: 613-990-2912 E-mail: mcculb@tc.gc.ca</p>	<p>Rosie Nuliyok Community Government and Transportation Government of Nunavut P.O. Box 207, (NCC Building) Gjoa Haven, NUNAVUT XOB 1J0 Phone: 867-360-461 Fax: 867-360-4619 E-mail: muiayok@gov.nu.ca</p>

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Appendix – A1.1

Collision History on Provincial Highways *

Year	Collisions **				Victims **			Collision Rates			
	Property	Personal	Fatal	Total	Number		Total	Travel	Col/	Fat. Col/	Inj. Col/
	Damage***	Injury			Injured	Killed		(Mvkm)	MvKm	100 Mvkm	Mvkm
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,600	1,144	96	5,840	1,982	119	2,101	6,295	0.93	1.52	0.18
1989	4,874	1,092	81	6,047	1,982	107	2,089	6,242	0.97	1.30	0.17
1990	5,175	1,105	73	6,353	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,642	971	84	6,697	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,723	1,069	67	6,859	1,975	79	2,054	6,447	1.06	1.04	0.17
1993	4,396	1,066	72	5,534	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,437	1,231	70	4,738	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,101	1,074	77	4,252	1,827	88	1,915	7,544	0.56	1.02	0.14
2001	4,101	1,066	68	5,235	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,619 #	1,084	70	6,773	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,153	1,069	76	9,298	1,758	85	1,843	7,559	1.23	1.01	0.14
2004	9,317	1,218	65	10,600	1,965	83	2,048	7,547	1.40	0.86	0.16
2005	9,705	1,132	79	10,916	1,762	95	1,857	7,902	1.38	1.00	0.14
2006	10,490	1,205	77	11,772	1,868	86	1,954	7,559	1.56	1.02	0.16

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Urban Streets*

Year	Collisions **				Victims**		
	Property	Personal	Fatal	Total	Number	Number	Total
	Damage***	Injury			Injured	Killed	
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,375	3,497	25	22,897	4,671	27	4,698
1990	18,349	3,353	13	21,715	4,386	16	4,402
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,211	3,645	28	15,884	4,909	28	4,937
1994	13,318	3,734	24	17,076	5,025	24	5,049
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,793	3,272	17	19,082	4,349	17	4,366
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,008	3,567	21	20,596	4,789	21	4,810
2001	15,554	3,068	18	18,640	4,056	18	4,074
2002	19,342 #	3,279	17	22,638	4,343	18	4,361
2003	21,253	3,607	18	24,878	4,722	20	4,742
2004	21,388	3,494	16	24,898	4,554	17	4,571
2005	22,279	3,396	23	25,698	4,408	24	4,432
2006	23,049	3,217	14	26,280	4,196	16	4,212

* Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.3

Collision History on Rural Roads

Year	Collisions *				Victims*			Collision Rates			
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ Mvkm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,396	642	26	3,064	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,093	740	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	564	35	2,335	890	38	928	2,035	1.15	1.72	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,402	621	42	3,065	952	45	997	2,179	1.41	1.93	0.28
2002	2,521 #	583	29	3,133	948	31	979	2,159	1.45	1.34	0.27
2003	3,909	629	34	4,572	964	35	999	2,178	2.10	1.56	0.29
2004	4,368	533	21	4,922	807	23	830	2,194	2.24	0.96	0.24
2005	4,008	462	23	4,493	647	24	671	2,195	2.05	1.05	0.21
2006	4,695	495	25	5,215	747	26	773	2,178	2.39	1.15	0.23

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Other Roads

Year	Collisions *				Victims*		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1967	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1968	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	206	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	582	157	12	751	241	19	260
2002	1,758 #	172	7	1,937	278	7	285
2003	2,250	149	8	2,407	240	8	248
2004	2,098	157	3	2,258	217	3	220
2005	2,642	194	4	2,840	291	4	295
2006	2,031	157	8	2,196	264	8	272

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix – A1.5

Collision History on Rural and Other Roads Combined

Year	Collisions*				Victims**		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1967	4,342	948	65	5,355	1,667	84	1,751
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,655	873	42	4,570	1,387	46	1,433
1992	3,956	801	35	4,792	1,303	39	1,342
1993	2,676	769	34	3,479	1,249	40	1,289
1994	2,841	767	34	3,642	1,238	36	1,274
1995	2,890	690	39	3,619	1,137	44	1,181
1996	2,411	673	24	3,108	1,045	27	1,072
1997	2,441	881	40	3,362	1,396	46	1,442
1998	2,105	692	39	2,836	1,120	42	1,162
1999	2,167	784	37	2,988	1,221	53	1,274
2000	2,241	802	39	3,082	1,244	42	1,286
2001	2,984	778	54	3,816	1,193	64	1,257
2002	4,279 #	755	36	5,070	1,226	38	1,264
2003	6,159	778	42	6,979	1,204	43	1,247
2004	6,466	690	24	7,180	1,024	26	1,050
2005	6,650	656	27	7,333	938	28	966
2006	6,726	652	33	7,411	1,011	34	1,045

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan. 1, 1984 and \$1,000 as of Jan. 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on All Provincial Roads

Year	Collisions *				Victims*		
	Property Damage**	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1967	18,847	4,466	219	23,532	7,227	287	7,514
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,888	5,975	160	34,023	8,740	200	8,940
1989	27,882	5,520	162	33,564	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,283	5,480	134	24,897	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,962	4,963	127	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,350	5,443	137	27,930	7,860	151	8,011
2001	22,639	4,912	140	27,691	6,965	167	7,132
2002	29,240 #	5,118	123	34,481	7,313	137	7,450
2003	35,565	5,454	136	41,155	7,684	148	7,832
2004	37,171	5,402	105	42,678	7,543	126	7,669
2005	38,634	5,184	129	43,947	7,108	147	7,255
2006	40,265	5,074	124	45,463	7,075	136	7,211

* Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

** Minimum reporting limits for property damage only collisions were \$100 as of 1950, \$200 as of April 18, 1970, \$500 as of Jan 1, 1984 and \$1,000 as of Jan 1, 1993.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

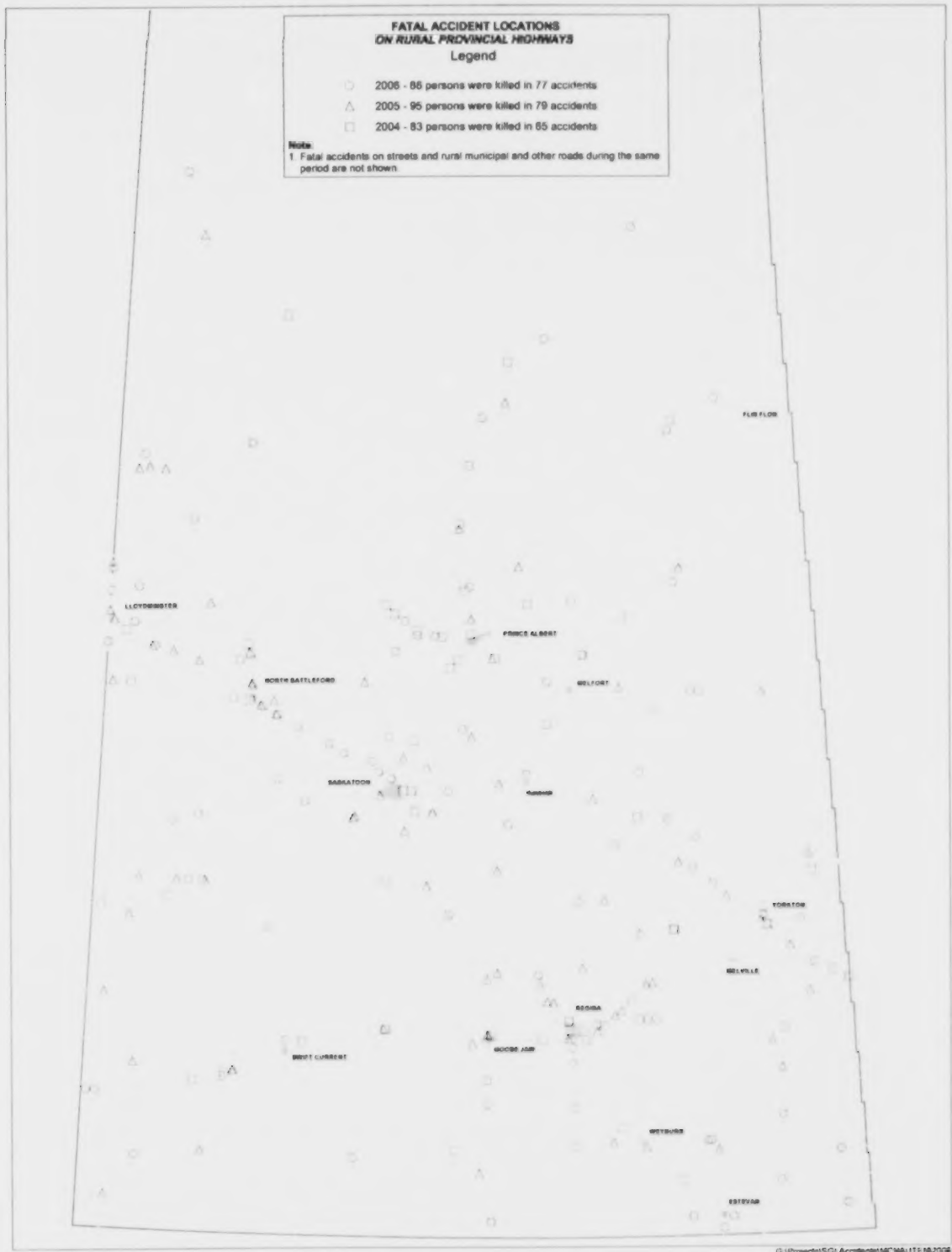
Appendix – A1.7

Collision History Rates - All Provincial Roads

Year	Registered Vehicles *	Licensed Drivers	Sask. Pop.**	Collision Rates			Casualty Collisions	Casualty Collision Rates		
				C/100 Reg'd	C/100 Lic'd	C/100 Pop.		C/100 Reg'd	C/100 Lic'd	C/100 Pop.
				Vehicles	Drivers	Pop.		Vehicles	Drivers	Pop.
1967	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.49
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.47
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,090	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,580	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,052	0.71	0.76	0.51
2002	721,999	666,374	995,886	4.78	5.17	3.46	5,241	0.73	0.79	0.53
2003	731,891	668,572	994,732	5.62	6.16	4.14	5,590	0.76	0.84	0.56
2004	740,554	669,852	994,898	5.76	6.37	4.29	5,507	0.74	0.82	0.55
2005	750,640	674,870	990,044	5.85	6.51	4.44	5,313	0.71	0.79	0.54
2006	761,011	676,733	987,520	5.97	6.72	4.60	5,198	0.68	0.77	0.53

* Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

** Population - Statistics Canada July 1, 2006 Populations.



Appendix – A3 Sask. Motor Vehicle Accident (MVA) Report Form

MOTOR VEHICLE ACCIDENT REPORT FORM

1570106

1570106

GENERAL

LOCATION

DRIVER

VEHICLE

DRIVER'S LICENSE

DESCRIPTION

REMARKS

1570106

DATE OF ACCIDENT	TIME OF ACCIDENT	LOCATION OF ACCIDENT	TYPE OF ACCIDENT	CAUSE OF ACCIDENT

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL

VEHICLE 1	VEHICLE 2	VEHICLE 3	TOTAL
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Appendix – A4.1 Sask. MVA Report Form

Template Front

LIGHTING	
Natural	Artificial
1. Daylight	1. No Lighting
2. Dark	2. Lighting Available and Not On
3. Day Overcast	3. Lighting On
Weather Conditions	
1. Clear	4. Snowing
2. Cloudy	5. Sleet / Rain / Freezing Rain
3. Rainy	6. Fog / Smoke / Snow
Road Surface Conditions	
1. Dry	4. Packed Snow / Ice
2. Wet	5. Loose Gravel or Sand
3. Loose Gravel	6. Mud
Road Conditions	
1. Normal / Good	4. Uneven Pavement Surface / Sharp Drop Off
2. Pot Holes, Ruts, Ripples	5. Obscured or Faded Pavement Markings
3. Loose Construction Material	
Ancient Site	
1. Not Intersection	06. Bridge or Overpass
2. Intersection with Provincial Highway	07. Tunnel or Underpass
3. Intersection with Gravel / Municipal Road	08. Flanking Lot or Parking Garage
4. Intersection with Street	09. Flanking Lane or Crossing Lane
5. Intersection with Private Approach / Driveway	10. Ramp
6. Intersection with Lane or Alley	11. Off Highway (Within Right of Way)
7. Reopened Lane Crossing	12. Other
Road Character	
1. Undivided - Single Way	4. Divided - With Depressed or Raised Median
2. Undivided - Two Way	5. Other
3. Divided - Raised Median	
ROADWAY ALIGNMENT	
Horizontal Alignment	Vertical Alignment
1. Straight	1. Level or Near Level
2. Curved	2. Steep Incline or Decline
3. Dead End	3. Top of Hill (Crest)
	4. Bottom of Hill (Dip)
Traffic Control	
1. No Control Present	06. Flagman / Police Officer
2. Traffic Signals Fully Operational	07. RR Crossing - With Automatic Controls
3. Traffic Signals in Flashing Mode	08. RR Crossing - With No Automatic Controls
4. Flashing Beacon - Amber	09. School Bus - Stopped With Flashing Light
5. Flashing Beacon - Red	10. School Crossing
6. Stop Sign	11. Reduced Speed Zone
7. Yield Sign	12. No Parking Zone
8. Marked Pedestrian Crossing	13. Construction Zone
Vehicle Identification	
1. Automobile (passenger car)	11. Motorcycle
2. Pick up Truck (4000 kg and Under)	12. Motor / Power Bicycle
3. Passenger Van (4000 kg and Under)	13. Scooter
4. Includes Min. Van	14. Ambulance / Police / Fire
5. Truck over 4000 kg	15. Snowmobile
6. Passenger Van (over 4000 kg)	16. Construction / Maintenance Equipment
7. Road Tractor	17. Unregistered Farm Equipment
8. Transport Bus (urban)	18. Off Highway Vehicle
9. Semi-Truck	19. 13 or 4 Wheel A/T/V
10. School Bus - Standard Large Type	20. Motorcycle
11. School Bus - Van Type	21. Other Vehicle
12. Other Bus - Unregistered / Private	
Type of Trailer	
1. Camper / Mobile Trailer	06. Trailer (Some Units with Second Trailer Attached By:)
2. Boat / Other Rec. Trailer	1. Single Wheel Drawbar ("A" Train)
3. Utility / House Made Trailer	2. Double Wheel Drawbar ("C" Train)
4. Farm Equipment	3. Farm Wheel ("B" Train)
5. Maintenance / Construction Equipment	11. Overdimensional Vehicle With Escort
6. Towed Motor Vehicle	12. Other Types of Trailer
7. Single Trailer / Trailer Semi	(Including Trailer Trailers)
DANGEROUS GOODS CLASS	
1. None Involved	5. Class 5. Oxidizers & Organic Substances
2. Class 1. Explosives	6. Class 6. Poisonous and Infectious Substances
3. Class 2. Compressed Gases	7. Class 7. Radioactive Material
4. Class 3. Flammable Liquids	8. Class 8. Corrosive Substances
5. Class 4. Flammable Solids	9. Class 9. Miscellaneous Substances
DANGEROUS GOODS SPILL	
1. Yes	2. No
Position on On Vehicle	
1. Driver (includes Controls and Motor Cycles)	
2. Front Seat Passengers and Cyclists Seated Behind Driver	
3. Rear Seat Passengers	
4. Occupants in the Load Area of a Truck or Van / Third Seat Passengers in Station Wagons or Vans and all Bus Passengers	
5. Persons Riding or Hanging on the Outside of the Vehicle	
6. Pedestrian	
Safety Equipment	
1. 140 or 145 and Shoulder Belt	
2. Lap and Shoulder Belt With Air Bags	
3. Child Restraint - Rear Facing	
4. Child Restraint - Front Facing	
5. Child Restraint - Front Facing Without Tether Straps	
6. Child Booster Seat	
7. Harness Waist	
8. Safety Equipment Not Used or Improperly Used	
Injury Region	
1. Head	
2. Neck	
3. Face	
4. Chest	
5. Extremities	
6. Back	
7. Ankle/Arm / Pelvis	
8. Entire Body	
Injury Code	
1. Not Injured	
2. Minor	
3. Moderate	
4. Major / Incapacitating	
5. Fatal	
6. Death within 30 days	
Pre-Collision Vehicle Action	
01. Going Straight Ahead	
02. Turning Left	
03. Turning Right	
04. Making U-Turn	
05. Changing Lanes	
06. Weaving	
07. Reversing	
08. Overtaking, Passing on Left or Right	
09. Stopping or Stopping on the Roadway (decelerating)	
10. Stopped in Traffic (no mechanical breakdown)	
11. Starting in Traffic (accelerating)	
12. Starting from Parked Position, Leaving Roadway	
13. Entering Parked Position, Stopping on Roadway	
14. Parked Illegally	
15. Parked Illegally	
16. Other	
Designated Lane of Travel	
SEE REVERSE SIDE OF TEMPLATE	
MAJOR CONTRIBUTING FACTORS	
Human Conditions	Human Action
01. Inattention	21. Fail to Yield to the Right of Way
02. Distraction	22. Traffic Control Device Disrupted
03. Not Seen / Drinking	23. Following too Closely
04. Impaired	24. Driving too Fast for Road Conditions
05. Extreme Fatigue	25. Exceeding Speed Limit
06. Poor Ability	26. Turning Improperly
07. Driver Inexperience / Confusion	27. Passing or Lane Usage Improperly
08. Loss Consciousness / Other Illness	28. Backing Unlawfully
09. Physical / Medical Disability	29. Fail to Signal
10. Drugs / Prescription or Illegal	30. Driving Wrong Way in One Way Traffic
11. Defective Eyesight / Hearing	31. Taking Evasive Action
12. Other Human Conditions	32. Careless Driving / Stunting
	33. Pedestrian Action (Contributor)
	34. Other Human Action
Vehicle Condition	Environmental Conditions
41. Defective Brakes	60. Animal Action (Wild)
42. Defective Lights	61. Animal Action (Domestic)
43. Defective Exhaust System	62. Road Condition (Surface or Structure)
44. Load Shifted / Spilled	63. Excessive Load Drawn
45. Vehicle Overloaded - Improperly Loaded	64. Snow Drift
46. Defective Steering	65. Obstruction / Debris On Roadway
47. Defective Suspension / Wheel Failure	66. Drive obstructed / Limited
48. Defective Tires / Tire Stewied	67. Obstructed / Limited
49. Defective Engine / Power Train / Wiring	68. Turn Lane
50. Jackknife / Trailer Swing	69. Construction Zone
51. View From Vehicle Obstructed	70. Soft or Defective Shoulders
52. Other Vehicle Condition / Defect	71. Lane Marking Inadequate
53. Lights Not On	72. Traffic Control Device Not Working
	73. Weather Conditions
	74. Unimproved Vehicle
	75. Unimproved Pedestrian
	76. Other Environmental Condition
No Apparent Contributing Factor	
99. Did not cause / Contribute to the Accident	
MOVABLE OBJECTS	
01. Another Road Vehicle	34. Lamp Support (Traffic Signal, Street Light)
02. Animal	35. Paved Median / Barrier
03. Pedestrian	36. Power / Telephone Pole
04. Railroad Train	37. Rock Face / Rocks on Road
05. Other Movable Object	38. Sign Post
	39. Snow Bank / Drift
	40. Tree / Bush
	41. Other Fixed Object
SEQUENCE OF EVENTS	
01. Approach	50. Run off Road
02. Traffic Encountered	51. Overtaken
03. Building / Wall	52. Fire / Explosion
04. Bridge Structure	53. Submergence
05. Crash Cushion / Impact Attenuator	54. Skidding / Sliding / Spinning
06. Culvert	55. Loss of Control
07. Curbing	56. Jackknifed / Trailer Spring
08. Downward Post	57. Other Non-Collision Event
09. Driveway / Road Edge	
10. Debris on Roadway	
11. Fence	
12. Fire Hydrant, Parking Meter, Utility Box	
13. Gravel Pit	
14. Guard Rail	
Charges List - SEE BACK OF TEMPLATE	
Vehicle Damage	
1. No Vehicle Damage	4. Severe - Not Drivable
2. Light / Superficial Damage	5. Destroyed - Write Off
3. Moderate - Unable for Further Use	
LOCATIONS	
01. 02. 03. 04. 05. 06. 07. 08. 09. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.	
Pedestrian Action	
01. At Intersection, Crossing With the Right of Way	10. Running Into Roadway
02. At Intersection, Crossing Without the Right of Way	11. Getting On or Off Another Vehicle
03. At Intersection, Crossing, No Traffic Control	12. Pushing, Working On Vehicle
04. Crossing Roadway Between Intersections	13. Playing On Roadway
05. Walking Along Roadway Against Traffic	14. Working On Roadway
06. Walking Along Roadway With Traffic	15. Lying On Roadway
07. On Sidewalk, Medium, Safety Zone	16. Hitchhiking
08. Walking On Roadway (Travelling Partners)	17. Submergence
09. Coming From Behind Vehicle/Object On Roadway	18. Wheelchair on Roadway
Injury Treatment	
1. Not Injured	
2. Treated at Scene	
3. Transported to Hospital / Clinic	
Vehicle Occupant Ejection	
1. Not Ejected	
2. Ejected	
3. Partially Ejected	
4. Not a Vehicle Occupant (pedestrian and cyclist)	
Special Studies	
Name of Victim Injured or Killed (last name, given name)	

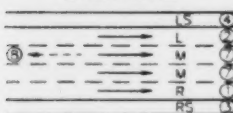
Appendix – A4.2 Sask. MVA Report Form

Template Back

DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

MULTI LANE

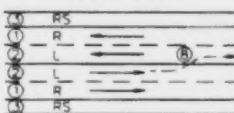


SINGLE LANE

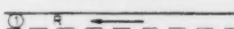


TWO WAY TRAFFIC

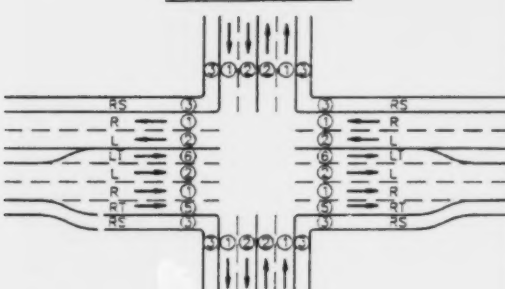
MULTI LANE



SINGLE LANE



INTERSECTIONS



Code	Abbreviation	Lane
1	H	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MA	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Gray	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An "X" can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one "x" at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle accident report for all collisions that involve bodily injury or death, hit and run, where the driver is impaired by alcohol or drugs, where a motor vehicle must be towed from the scene or collisions involving an out-of-province vehicle.
Motor Vehicle Collision Captured By Claims	An incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of \$1,000 in property damage, not including damage to cargo and has not been reported by police.
Incident	Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	Means "in motion or being operated" on a roadway. Harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public Roadway	Any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Roadway Vehicles	Collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.

Glossary

Urban Streets

Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

Street: Any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

Lane/Back Alley: Any alley or lane within an urban area intended for use by the public and maintained by the local government.

Provincial Highways

Any rural/urban highway, provincial road, community access or service road, or other highway as described below.

Rural/Urban Highway: Any numbered provincial highway in a rural area or urban area with a population less than 1,000 that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

Provincial Roads (900 series highways): Any public highway with a highway number greater than 900.

Community Access, Service Road/Other: Roads built and maintained by Saskatchewan Highways and Transportation providing access to communities, industrial plants and/or land parcels.

Rural Roads

Any designated grid, municipal or other road as defined below.

Designated Grid Road: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).

Municipal/Other Rural Road: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).

Other Roads

Any location not identified under urban, highway or rural road locations.

First Nation Grid or Municipal Road: Any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation.

Northern Forest Road: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc.

Not Known: This code is intended for use only when a general location is definitely not known.

Private Property	Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this Road Authority are not recorded on TAIS.
Property Damage Only Collisions	A motor vehicle collision resulting in total damages over the prescribed amount as defined in <i>The Traffic Safety Act</i> (\$1,000) with no personal injuries or deaths.
Injury Collisions	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collisions	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit.
Had Been Drinking	A person that had consumed alcohol but has a blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed \$1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of May 2008. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

*Your life is a gift from the Creator.
It's worth the extra few seconds it takes to buckle your seat belt.*



SEAT BELTS *save lives.*



You may think you don't need a seat belt if you're only travelling on the reserve or a quiet rural road. But Owen Pelletier was driving down a quiet road when he lost control of his car and it rolled several times. Luckily, Owen is still alive today because he was wearing his seat belt.

SGM
Take care out there.



Keep Them Safe

For more information contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Regina Operations Centre
5104 Donnelly Cres.
P.O. Box 1580
Regina, SK S4P 3C4

Phone: (306) 775-6668
Fax: (306) 775-6222
E-mail: mzhang@sgi.sk.ca
Website: www.sgi.sk.ca

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